

RURAL HILL ROAD SPECIFIC PLAN

Metropolitan Planning Department
Attachment to Ordinance No.
BL2006-1113 as adopted 7/18/06

I. Introduction	4
II. Site Description	6
III. Illustrative Concept Plan	8
IV. Neighborhood Vision	10
Goals and Objectives	
A. Systems Strategies	11
1. Vehicular Circulation	
2. Bicycle and Pedestrian Circulation	
3. Transit	
4. Parking and Access	
5. Landscaping and Buffering	
6. Signage	
B. Land Use Strategies	19
1. Parks	
2. Buildings and Lots	
V. Street Plan and Standards	24
VI. Signage Standards	26
VII. Open Space and Water Quality Plan and Standards	28
VIII. Building Regulation Plan	32
IX. Sub-District 1	34
X. Sub-District 2	40
XI. Sub-District 3	46
XII. Architectural Standards	52

Intent of the Plan

The Specific Plan (SP) District is intended to implement the context-sensitive design and land use compatibility provisions of the General Plan. A portion of this Specific Plan lies within the Antioch/Priest Lake Plan's Community Center (CC) land use policy. CC is the Structure Plan classification for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. Generally, CC areas are intended to contain predominantly commercial and mixed-use development with offices and/or residential above ground level retail shops. Residential development in CC areas that is not above retail or offices is typically higher intensity townhouses and multi-family housing. The remaining portion of this Specific Plan lies within the Antioch/Priest Lake Plan's Residential Medium-High Density (RMH) land use policy. RMH is a Structure Plan category designed and intended for residential areas characterized by densities of about nine to twenty dwelling units per acre. Application of RMH policy to provide opportunities for growth should always be in areas that are adjacent to existing development and are in the path of urban expansion and the extension of support services, particularly sewers and major transportation facilities. Areas designated RMH should have direct or good indirect access to a collector or arterial street. Areas designated RMH should be close to community or super community scale commercial centers, employment centers, or major arterial streets. The Illustrative Concept Plan and standards within this Specific Plan have been intentionally created to completely comply with this area's Community Plan.

The goals of this Specific Plan that guided the development of the Illustrative Concept Plan and standards were derived directly from the Community Plan and from feedback received during a week-long charrette with property owners. They are as follows:

- To provide safe, convenient vehicular movement into, out of, and within the study area, while maintaining a pedestrian and bicycle-friendly environment.
- To connect residential development, shopping areas, places of work, open spaces, and other points of activity within the development through a system of sidewalks and bike lanes.
- To encourage the use of public transit in the area by making transit convenient, safe, and comfortable.
- To provide parking for those who live, work, and shop in the study area in a manner that does not dominate the street and is sensitive to the pedestrian environment.
- To apply a water quality concept that protects and enhances the existing natural integrity of the site.
- To soften the visual impact of new development and provide a greater level of comfort for pedestrians.
- To assist those who live, work, and shop within the SP area in finding destinations, while preventing visual clutter that threatens traffic safety and is harmful to the appearance of the community.
- To provide natural areas and open spaces on the property as visual relief for people working or shopping within the study area as well as for passive recreation for those who live within the area.
- To develop a mixed center of activity containing predominantly commercial and mixed-use development along Bell Road with a character that sets it apart from typical strip development along Murfreesboro Pike.
- To create a non-commercial transition between commercial development along Bell Road and residential development along Rice and Rural Hill Roads that provides opportunities for people to live and work within the same development.
- To seamlessly integrate housing into the overall development that is consistent in scale with the existing Residential Medium High (RMH) policy, while remaining sensitive to existing residential development along Rice Road.

This document establishes the goals and objectives and design standards for specific areas that make up the design plan for future development and redevelopment in the Rural Hill Road SP. The **design plan** is the guiding plan for the implementation of the vision. An **illustrative concept plan** illustrates the design intent of the SP. Development within this SP must follow the Illustrative Concept Plan. Any plan that deviates from the Concept Plan must be approved by the Planning Department staff. The goals and objectives are the basis for the design plan and design standards, and they are divided into **“systems”** (vehicular, bicycle and pedestrian, transit, parking, landscaping and buffering, and signage systems) and **“land use”** (buildings and lots, and parks and open spaces). In some instances, desired standards that are beyond the authority of the zoning ordinance accompany the goals and objectives. These desired standards pertain to areas for which Metropolitan Government, rather than a private property owner, exercises final authority over design, construction, and operation of facilities, such as public right-of-way and stormwater detention and conveyance. 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 **design standards** 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 SP will be reviewed for adherence to these standards.

Final site plans shall be submitted in the future for each individual development or phase of development within the SP. Final site plans shall consist of a detailed set of construction plans that fully demonstrate compliance with the intent of the SP and shall specifically describe the nature and scope of development to serve as the basis for the issuance of permits by the Codes Department and all other applicable Metro departments. Following the approval of construction plans for individual phases of development, final subdivision plats will be required to establish lots, rights-of-way, easements, etc. The design standards apply only to new construction performed under zonings called for by the SP. Applicants are encouraged to work with Planning staff early in the design and development process. Applicants shall submit four complete sets of final construction documents, including site plan and landscape plan, for review and approval prior to the issuance of permits. Where obvious physical constraints exist on a site within the SP, Metro Planning staff will review alternative design solutions as they relate to the intent of the guidelines. Where a single use or function spans more than one sub-district, planning staff will explore with the applicant alternative solutions that achieve the design intent of the SP.



Site Description

The Rural Hill Road Specific Plan is located within a long, triangular-shaped area bounded by the back edge of commercial development along Murfreesboro Pike to the north, Rural Hill and Rice Roads to the west, and Bell Road to the east. The properties affected by this plan are highlighted in red on the aerial photograph. This area is comprised of 21 individual parcels or portions of parcels, containing approximately 33 contiguous acres located within Metro Davidson County's *Antioch/Priest Lake Community Plan* area. The site currently consists of single-family homes, duplexes, and vacant parcels. The site is made up of an elongated hill, with its ridge running north and south. The properties slope up from Bell Road to the top of the ridge in the middle of the site, and then back down to Rural Hill and Rice Roads. The site slopes gently from Morris Gentry Blvd. to its southernmost tip at the intersection of Rice and Bell Roads.





Rural Hill Road SP

Development Scenario

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

The Rural Hill Road SP has been designed to implement the existing Residential Medium High and proposed Community Center land use policies located on the properties within the SP. The illustrative concept plan was created with traditional planning principles to provide a more walkable, integrated community with a true sense of place. To create this integrated community with a unique sense of place, new development must embrace the following basic design principles illustrated by this plan:

Provide pedestrian and vehicular access into centers of activity without requiring residents to travel along Bell Road, Rice Road, or Rural Hill Road in order to access retail shops.

Create a system of connected streets with sidewalks, street trees, and building entrances facing the street.

Establish a clear hierarchy of streets with the appropriate types and intensities of buildings along the streets.

Include a system of alleys and rear access drives to reduce curb cuts along Bell Road and to relieve the residential streets from being dominated by garage doors and multiple curb cuts for driveways.

Locate parking behind buildings and screen parking from public view if it must be placed beside buildings.

Develop a system of open spaces with both formal and informal areas that provide a variety of active and passive recreation for the community.

Work with the existing topography and “split” buildings in order to transition grade.

Allow for a mixture of residential building types to provide housing options with a range of affordability.

Provide basic goods and services for residents within the Community Center buildings located along Bell Road.



Vehicular Circulation

Goal 1: To provide safe, convenient vehicular movement into, out of, and within the study area, while maintaining a pedestrian and bicycle-friendly environment.

Objectives:

- 1.1 Require traffic impact studies for final SP submittals as required by the traffic engineer.
- 1.2 Upgrade existing streets as appropriate to accommodate the traffic generated by new development. For projects which include multiple phases, the zoning administrator or the planning commission shall certify the scheduling of improvements through the site plan approval process. If no phasing is identified in the traffic impact study as approved by the traffic engineer, all study recommendations shall be satisfied at the initial stage of development.
- 1.3 Create a network of internal streets that takes full advantage of the depth of properties within the study area, the existing traffic signal at the intersection of Morris Gentry Blvd. and Bell Road, as well as the ridge that runs north and south through the center of these properties.
- 1.4 Utilize the network of internal streets to connect residential, shopping, employment, and recreation uses within the development with a clear pattern of streets, service lanes, and drive aisles.
- 1.5 Design all streets to directly correspond with the type and intensity of development proposed along them.
- 1.6 Construct streets within the neighborhood that are designed to make it easy to get to and move through, as well as offering an attractive and safe environment for all.
- 1.7 Cater streets for all forms of movement, striking a balance between the automobile, pedestrians, and cyclists.

Bicycle and Pedestrian Circulation

Goal 1: To connect residential development, shopping areas, places of work, open spaces, and other points of activity within the development through a system of sidewalks and bike lanes.

Objectives:

- 1.1 Dedicate property with frontage along Bell Road to accommodate bike lanes as envisioned by *The Strategic Plan for Sidewalks and Bikeways*.
- 1.2 Construct bike lanes along Bell Road to standards established by *The Strategic Plan for Sidewalks and Bikeways* if upgrades to those streets are required for development.
- 1.3 Require appropriate sidewalks along all new public streets in the study area, and add or upgrade sidewalks to the appropriate standards along existing streets such as Bell Road, Rice Road, and Rural Hill Road as properties along those streets redevelop.
- 1.4 Install crosswalks with pedestrian signalization at all appropriate internal locations, as well as at the intersection of Morris Gentry Blvd. and Bell Road at the time Morris Gentry is extended into the property.





Transit

Goal 1: To encourage the use of public transit in the area by making transit convenient, safe, and comfortable.

Objectives:

- 1.1 Maintain and enhance the existing bus turnout along the property's frontage on Bell Road.
- 1.2 Provide appropriate signage, lighting, and shelter at the existing bus turnout.
- 1.3 Transform the transit stop into a focal point within the new development.



Parking and Access

Goal 1: To provide parking for those who live, work, and shop in the study area in a manner that does not dominate the street and is sensitive to the pedestrian environment.

Objectives:

- 1.1 Locate parking to the rear of structures as appropriate.
- 1.2 Allow up to a double-loaded aisle of parking between retail uses and Bell Road to encourage retail tenants that will not want all of their parking to the rear of the building.
- 1.3 Lay out and screen parking that is located in the front of buildings oriented to Bell Road to minimize direct views of parked vehicles from the arterial.
- 1.4 Provide on-street parking, including handicapped parking, on new streets within the development in order to utilize less land per space than off-street parking, provide opportunities for visitor parking, create a buffer between moving traffic and pedestrians, and to serve as a traffic calming device that slows vehicles.
- 1.5 Create well-defined sidewalks and pathways that permit pedestrians to move safely and comfortably from their vehicles into buildings.
- 1.6 Develop shared parking agreements for properties characterized by differing peak user times or days in order to minimize the total requirements for off-street parking.

Goal 2: To allow access to the study area from Bell Road, Rice Road, and Rural Hill Road, as well as internal streets within the development, while maintaining a safe, convenient, and attractive roadway system for pedestrians, bicyclists, and motorists.

Objectives:

- 2.1 Reduce the number of individual curb cuts, especially along Bell Road, and require cross access among adjacent parking lots in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings without having to re-enter Bell Road.
- 2.2 Limit the width of parking access to minimize the interruption to the sidewalk network.



Landscaping and Buffering

Goal 1: To apply a water quality concept that protects and enhances the existing natural integrity of the site.

Objectives:

- 1.1 Design and construct stormwater detention and water quality ponds in compliance with Metro Stormwater, while incorporating features into the ponds that provide for use and aesthetic enjoyment that is consistent with the photographs shown within this section.
- 1.2 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.
- 1.3 Design ponds that provide variety and interest in the composition, shape, and diversity in plant material selection.
- 1.4 Select plant species based on their ability to survive the local climate, their minimal demand for maintenance, and their adaptability to the conditions typically experienced within stormwater facilities.

Goal 2: To soften the visual impact of new development and provide a greater level of comfort for pedestrians.

Objectives:

- 2.1 Protect existing trees to the greatest extent possible, and plant quality trees to replace trees that must be removed for development.
- 2.2 Screen parking areas where they face a public street to minimize the visual impact of parked vehicles.
- 2.3 Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from public streets.
- 2.4 Plant street trees on new internal streets to soften architecture and provide shade and comfort to pedestrians.



Signage

Goal 1: To assist those who live, work, and shop within the SP area in finding destinations, while preventing visual clutter that threatens traffic safety and is harmful to the appearance of the community.

Objectives:

- 1.1 Require pedestrian-scaled signage within the interior of the study area. Signs should be placed and illuminated in a manner that is appropriate to a pedestrian environment. Place and illuminate signs in a manner that is appropriate for promoting a pedestrian environment.
- 1.2 Create signage along Bell Road that is appropriate in scale for motorists, as well as for pedestrians and bicyclists.
- 1.3 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.
- 1.4 Design street and directional signage to be compatible in material, color, character, and scale with other signage and buildings within the SP.
- 1.5 Design signs as an integral part of the overall building design rather than as appurtenances to buildings.
- 1.6 Construct signs with durable materials that are easy to maintain.





Parks and Open Space

Goal 1: To provide natural areas and open spaces on the property as visual relief for people working or shopping within the study area as well as for passive recreation for those who live within the area.

Objectives:

- 1.1 Design detention and water quality areas as amenities by providing seating, walkways, and landscaping.
- 1.2 Construct a neighborhood “green” within the residential area of the development to serve as a location to gather, socialize, and play.
- 1.3 Reserve any unused portion of land at the intersection of Rice and Bell Roads as a small park-like space and gateway to the overall development.



Buildings and Lots

Goal 1: To develop a mixed center of activity containing predominantly commercial and mixed-use development along Bell Road with a character that sets it apart from typical strip development along Murfreesboro Pike.

Objectives:

- 1.1 Construct buildings along Bell Road with a mixture of uses.
- 1.2 Allow for a double-loaded aisle of parking between buildings containing retail uses and Bell Road.
- 1.3 Provide residential uses on the upper floors of mixed-use buildings as appropriate to provide housing needs to three interchangeable lifestyles: less mobile individuals that are within a short distance of public transit and/or their daily needs AND individuals who prefer to live near the vitality that will be provided by the mix of uses along Bell Road, AND individuals who do not desire the maintenance that accompanies the typical single-family detached house.
- 1.4 Create office spaces on the upper floors of mixed-use buildings as appropriate to provide opportunities to work in close proximity to where one lives.
- 1.5 Allow stand-alone office and residential buildings as well if the market does not support all buildings along Bell Road containing retail.
- 1.6 Provide a high level of pedestrian access to and within individual buildings. At a minimum, this should include providing sidewalks and safe crossing areas across parking lots through such means as markings, textured pavement, or other walkways.



- 1.7 Create a unique sense of place along Bell Road by constructing buildings of the appropriate scale, with proper orientation and architectural detailing.



Goal 2: To create a non-commercial transition between commercial development along Bell Road and residential development along Rice and Rural Hill Roads that provides opportunities for people to live and work within the same development.

Objectives:

- 2.1 Allow buildings that are more pedestrian-friendly with moderately-intense office and residential uses.
- 2.2 Locate buildings close to the street as appropriate in order to create a comfortable and interesting pedestrian environment.
- 2.3 Place buildings so that the primary pedestrian entrance is oriented to the street or civic open space.
- 2.4 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 2.5 Provide public gathering spaces, such as lawns or plazas, as appropriate at entrances to office and residential buildings.

Goal 3: To seamlessly integrate housing into the overall development that is consistent in scale with the existing Residential Medium High (RMH) policy, while remaining sensitive to existing residential development along Rice Road.

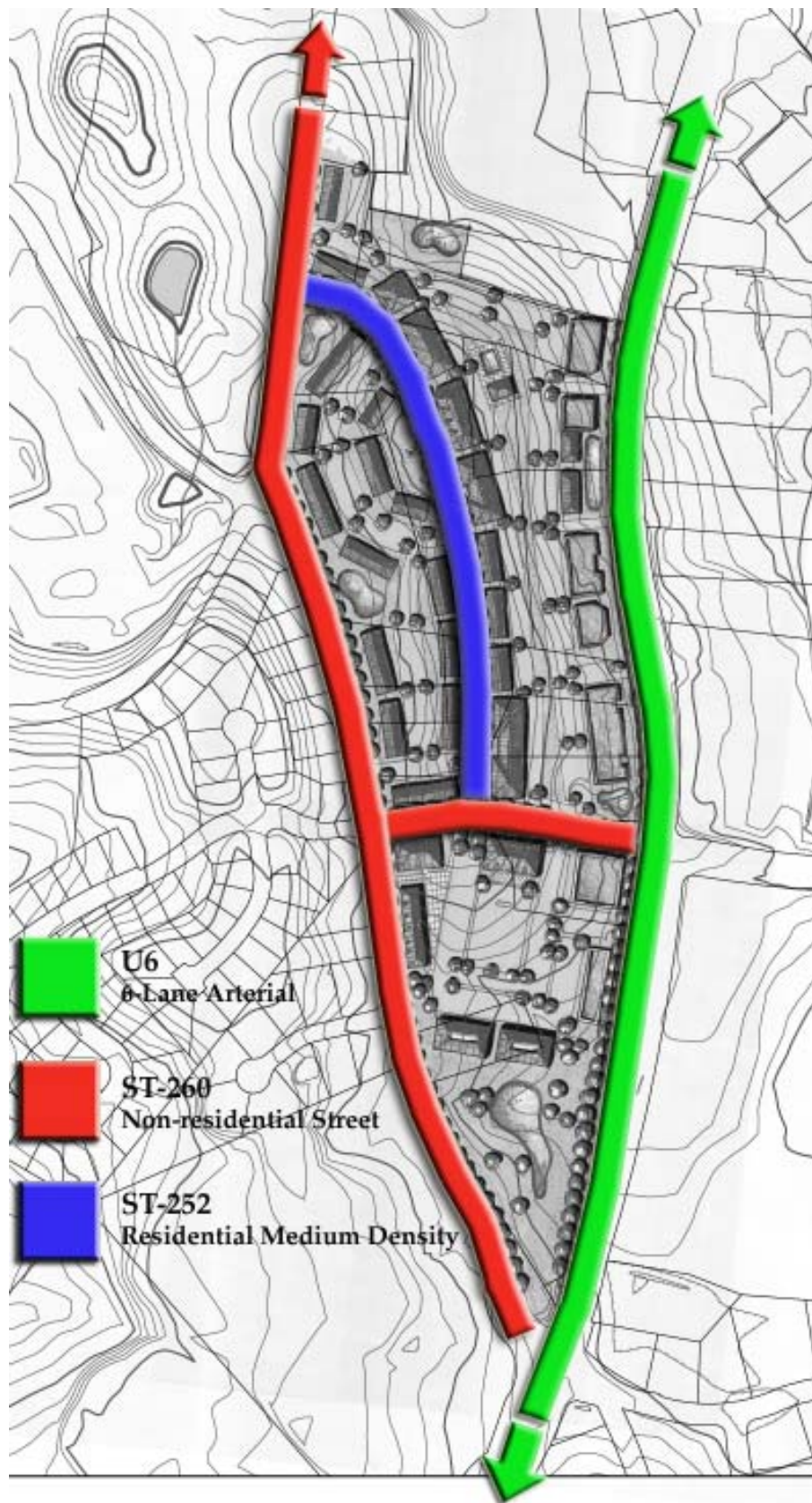
Objectives:

- 3.1 Allow medium-high density residential building types such as cottages, cottage courts and townhouses.
- 3.2 Limit building heights to 3 stories and provide consistent setbacks for new residential buildings along Rice Road.
- 3.3 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 3.4 Place buildings so that the primary pedestrian entrance is oriented to the street or civic open space.
- 3.5 Orient residential buildings toward the street by providing entries, windows, porches, and balconies along the streets.
- 3.6 Articulate large building facades in order to avoid expanses of uninterrupted walls.
- 3.7 Construct buildings close to the right-of-way line as appropriate in order to create safer and more active streets.
- 3.8 Provide attached townhouses with small private yards or courtyards that cater to people who want the feel of a detached house without all of the required maintenance.
- 3.9 Locate townhouses and stacked condominium building types along with access from rear service lanes to minimize curb cuts along Rice Road, Rural Hill Road, and new internal streets.
- 3.11 Construct housing in these areas with shallow setbacks and front porches to encourage interaction with pedestrians and neighbors.



DEVELOPMENT STANDARDS





The Rural Hill Road SP street network was developed in order to take full advantage of the depth of properties within the SP boundary, and attempts to provide maximum visibility for new development. The two internal streets should be constructed to the specified Metro Public Works public street standards as development occurs. The street system shown has been designed to work with the natural topography of the land to the greatest extent possible. Final SP submittals will be reviewed according to this standard. Street trees are required along all streets. Tree species should remain consistent along a given block, and should be chosen for their ability to create an effective canopy and drought tolerance. Grass strip on standard street cross sections shall be six (6) feet in width to accommodate street trees. Street trees shall maintain adequate sight distance in order to ensure safety.

Street furniture is encouraged. Furnishing areas shall be a minimum of six (6) feet wide. Street trees shall be located in furnishing areas, and no utilities are allowed within furnishing areas.

Street lighting is required. Within residential developments, all utilities shall be underground.

On-street parking is encouraged along the designated ST-252 street. The additional parking spaces along this street will help reduce the number of required off-street spaces. On-street parking provides convenient access for guests and patrons, creates a buffer between automobiles and pedestrians, and tends to slow the flow of through traffic.

Intersections should provide adequate levels of service while facilitating both pedestrian and vehicular movement. Intersections should be designed with minimum curb radii to slow traffic and to reduce pedestrian crossing distances while accommodating safe vehicular movement.

Curb cuts should be nearly non-existent along the designated ST252 street, and property access should be gained through alleys and rear drive aisles. Curb cuts along Bell Road, Rice Road, and Rural Hill Road must also be kept to a minimum. Access points should be consolidated and shared to the greatest extent possible, and cuts should occur in terms of location and quantity as depicted on the illustrative concept plan.

Alleys or rear service lanes are required within the residential portion of the Rural Hill SP, providing an opportunity to put garages and parking in the rears of buildings, allowing porches and pedestrian entries to front the street. Parking in the rear will keep the fronts of houses from being dominated by garage doors or parking lots and compromised by curb cuts. Adequate sight distance should be provided where alleys intersect streets.

Each street type has been designated to correspond with the types of uses and intensity of development along that street. While the Street Network Plan illustrates the desired conceptual street layout and design, the plan must be flexible to respond to physical site conditions, dispersion of building types, community desires, and a changing market. The SP shall allow for variations in the design of the street network, street sections and block layout so long as it meets the intent of the regulations and guidelines within.

For projects which include multiple phases, the zoning administrator or the planning commission shall certify the scheduling of improvements through the site plan approval process. If no phasing is identified in the traffic impact study as approved by the traffic engineer, all study recommendations shall be satisfied at the initial stage of development.

Signage Standards

The following standards for signage within the Rural Hill Road SP have been created to prohibit excessive and confusing sign displays, enhance the appearance of the overall development, relate to a pedestrian environment, and encourage signage that will be integrated with and harmonious to future buildings and their surroundings.

A. General Requirements

1. Signs shall be limited to the name of the business and/or insignia. Words describing the specific type of use are also permitted (bakery, market, law office, etc.).
2. Prohibited signs include: pole-mounted signs, portable signs, temporary signs, off-site advertising (including billboards), signs with changeable copy (excluding theater marquees and gasoline prices), and signs with moving parts or flashing/moving lights.
3. All on-premises ground and building signs must be approved under an overall signage plan for each phase of development within the SP district.

B. Types of Signs

The following types of signs shall be permitted within the Rural Hill Road SP district:

1. Ground Sign – Monument
2. Building Sign – Projecting
3. Building Sign – Wall Mounted
4. Awning Sign

C. Number of Signs

1. One monument sign per street frontage is allowed for multi-tenant principal buildings or for single free-standing buildings.
2. In addition to the monument signage allowed, each occupant of a multi-tenant building may display up to two on-premises building signs. Free-standing buildings are also allowed up to two on-premises building signs. Awnings signs shall be counted as building signs for means of calculation.

D. Location of Signs

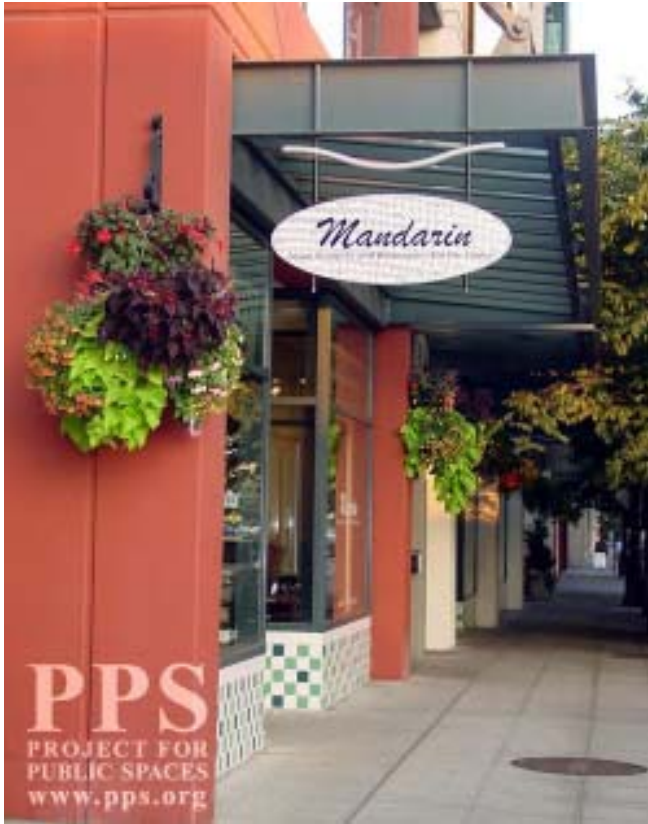
1. Signs shall be located so as not to obscure key architectural features of the building or door or window openings.
2. All monument signs shall have a minimum setback of five (5) feet from any public right-of-way.
3. A minimum clearance of eight (8) feet shall be provided for any portion of a building or awning sign.

E. Size of Signs

1. Monument signs in Sub-district 1 shall have a maximum sign area of 48 square feet, and shall not exceed six (6) feet in height or three (3) feet in height for any portion of the sign located within 15 feet of a driveway.
2. Monument signs in Sub-district 2 shall have a maximum sign area of 32 square feet, and shall not exceed four (4) feet in height or three (3) feet in height for any portion of the sign located within 15 feet of a driveway.
3. All signage within Sub-district 3 shall conform to the residential sign standards established by the Metropolitan Zoning Code.
4. Projecting building signs in Sub-districts 1 and 2 shall have a maximum sign area of 12 square feet.
5. Wall-mounted building signs in Sub-district 1 shall have a maximum sign area of 48 square feet.
6. Wall-mounted building signs in Sub-district 2 shall have a maximum sign area of 32 square feet.
7. Awning signs in Sub-districts 1 and 2 shall have a maximum sign area of 50% of the surface area of the awning.

F. Illumination of Signs

Signs that are to be lighted shall be spotlighted, externally-lit, or back-lit with a diffused light source. Back-lighting should illuminate only the letters, characters, or graphics on the sign, rather than the background of the sign. Backgrounds shall be opaque.





Open Space and Landscape Buffering Standards

A landscape plan for street trees, open space areas, and stormwater ponds and their buffers shall be prepared for final SP submittals with each phase of development.

Note: This drawing is for illustrative purposes to indicate the basic premise of open space and water detention development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.

Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with storm water management ordinance No.78/840 and approved by The Metropolitan Department of Water Services.

Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities within the SP properties.

All development shall have approved construction drawings prior to final approval.

A. Open Space

1. Existing Vegetation: Every effort shall be made to incorporate existing mature trees and landscape into the design of the SP while not compromising the goals and objectives of this document.

2. Open Space Dedication:

a) Sub-district 2: 10% of the site area for any phase of residential development within this sub-district shall be dedicated as useable common open space.

b) Sub-district 3: 10% of the site area for any phase of development within this sub-district shall be dedicated as useable common open space.

* Open space shall be considered useable when fronted by buildings and made accessible to pedestrians. Detention areas may be considered open space when designed as outlined in “C.1” below.

B. Landscaping, Streetscape, and Screening

Sections 17.24.010 through 17.24.170 and Sections 17.24.210 through 17.24.240 shall apply to development within this SP, unless specific variations to these standards are provided within this document.

1. Street Trees:

a) Trees should be selected to achieve a uniform streetscape, provide a broad canopy, prevent sidewalk damage, and conserve water. Native tree species are encouraged. Species with severe limb drop, heavy fruit or nut crops, invasive root systems, or allergen production should be avoided. Tree species not included on the approved tree species list may be allowed if reviewed and approved by Planning Department staff and Urban Forester.

b) At installation, a tree shall have a minimum caliper of three (3) inches and be planted at a maximum spacing distance of 40 feet on center.

c) Trees shall be planted on both sides of the street, except as otherwise approved by the Planning Department staff.

d) All trees with canopies that extend over the roadway shall have no limbs up to a height of 14 feet above the roadway surface when no formal on-street parking is provided.

e) All trees along a given block face shall be of the same species.

f) Where infrastructure incompatibility would result, the street tree requirement may be waived for the affected portion of the street by the Planning Department staff following input from the Urban Forester.

2. Screening:

a) All surface parking lots shall be screened from view of all streets, except service lanes, by low walls or vegetation.

- If vegetation alone is used, the planting bed shall be a minimum of six (6) feet wide.
- If a wall is used, the wall shall be a minimum of three (3) feet, six (6) inches in height, and shall be constructed of masonry that complements the architecture of associated buildings.
- All screening vegetation shall be a minimum of three (3) feet, six (6) inches in height at the time of installation, forming a hedge that provides screening year-round. Vegetation shall not extend into the sight triangle of any street or driveway intersection.

b) Locate utilities, meter boxes, heating and cooling units, and other building systems behind buildings to the greatest extent possible. Screen utilities that are within public view.

C. Detention Areas

1. Design:

a) Incorporate features into detention and retention facilities that provide for public use and aesthetic enjoyment.

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

c) 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.

d) Design aesthetically pleasing stormwater structures that provide variety and interest in the composition, shape, and diversity in plant material selection.

e) 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.

f) 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.

g) Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (minimum driveway culvert in Metro ROW is 15” CMP).

2. Pond Buffers and Setbacks

a) Woody vegetation may not be planted on the embankment or allowed to grow within 15 feet of the toe of the embankment and 25 feet from the principal spillway structure.

b) A pond buffer should be provided that extends 25 feet outward from the maximum water surface elevation of the pond. The pond buffer should be contiguous with other buffer areas that are required by existing regulations (e.g., stream buffers) or that are part of the overall stormwater management concept plan. No structures should be located within the buffer, and an additional setback to permanent structures may be provided.

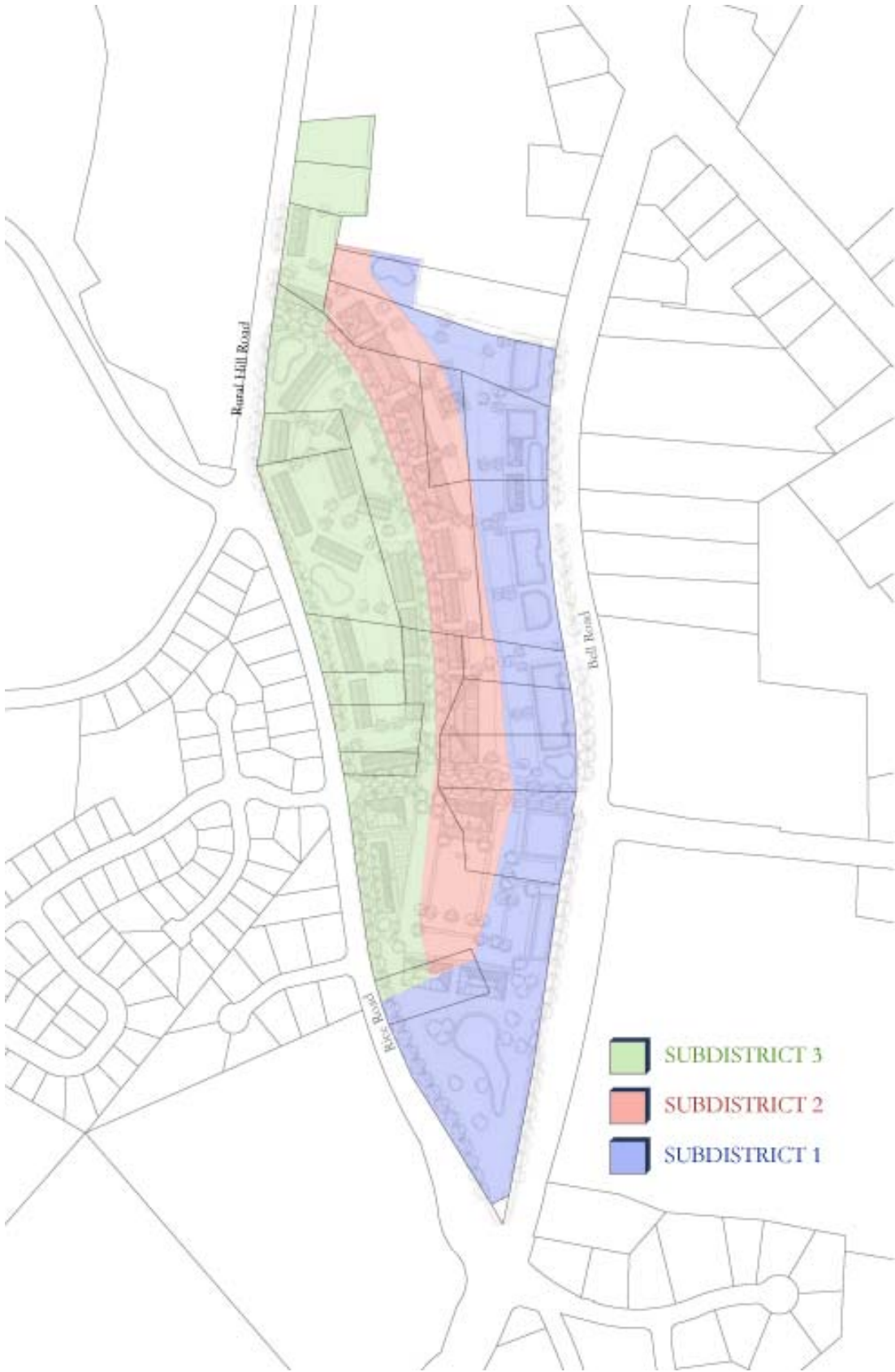
c) Plant stormwater facilities with a minimum of three (3) different species. No one species may make up more than 50% of the number of plants to be planted.

- d) Use native vegetation that is self-sustaining and does not require frequent mowing or irrigation when planted in the appropriate location.
- e) Drought-tolerant grass species put out in the fall in order to avoid the need for irrigation during the first summer are encouraged.
- f) 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.

3. Wet Ponds

Wet ponds are encouraged as appropriate in order to increase the aesthetic quality of the overall SP development.

- a) 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.
- b) If the pond is to contain fish, at least $\frac{1}{4}$ of the area of the permanent pool has a minimum depth of ten (10) feet, and suitable fish habitat provided.
- c) At least one aerator or aerator fountain included in each pond, and operated according to applicable regulations.
- d) 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.
- e) 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.
- f) Trees and shrubs not to be planted within ten (10) feet of manmade drainage structures.



The Building Regulating Plan

The Building Regulating Plan establishes sub-districts intended to create areas with specific design characteristics in order to achieve the overall vision of the community. The Building Regulating Plan specifies the types of development that are generally appropriate throughout a particular sub-district and also provides a means of guiding the intensity of development intended within each area. This plan promotes incremental growth that results in coordinated and compatible design features throughout the sub-districts, as if all of the properties were to develop under a single ownership. Specific design standards have been developed for each sub-district by building type. If used accordingly, the Building Regulating Plan will make development within each sub-district succinct and predictable. Developers should utilize the Building Regulating Plan to determine the appropriate height, physical configuration, and design characteristics of buildings by sub-district.

Through the Specific Plan and the Building Regulating Plan, the community will be ensured a level of quality and a sense of community. The intent of the Rural Hill Road SP is to provide a unique community with emphasis on pedestrian oriented streets, diverse housing options, usable open space, and quality architecture. While subject to these regulations and guidelines within, the illustrative plan layout shall be flexible to respond to physical site constraints and a changing market. The SP shall allow for variations in the design of the street and open space network, individual block layout and dispersion of housing types so long as it meets the intent of the regulations and guidelines within. Any variations from the illustrative plan that do meet the intent of this document, shall be approved by the Metro Planning staff. Any changes to the illustrative plan

that do not meet the intent of this document must be approved by Metro Council.

Building Types

1. Standards are organized by sub-district and building type on the following pages.



Permitted Uses

- Residential Uses
 - Multi-family
- Institutional Uses
 - Cultural center
 - Religious institution
- Educational Uses
 - Business School
 - Personal instruction
 - Community education
- Office Uses
 - Financial institution
 - General office
 - Leasing / Sales office
- Medical Uses
 - Assisted living
 - Medical office
 - Outpatient clinic
 - Rehabilitation services
- Commercial Uses
 - Bed and breakfast inn
 - Business service
 - Hotel
 - Personal care services
 - Restaurant (fast-food, full-service, take-out)
 - Retail
- Communication Uses
 - Audio/video tape transfer
 - Multi-media production
 - Printing and publishing
- Industrial Uses
 - NONE
- Transportation Uses
 - NONE
- Utility Uses
 - NONE
- Waste Management Uses
 - NONE
- Recreation and Entertainment Uses
 - Club
 - Commercial amusement (inside)
 - Greenway
 - Park
 - Recreation center
 - Rehearsal Hall
 - Theater
- Other Uses
 - Pond/lake

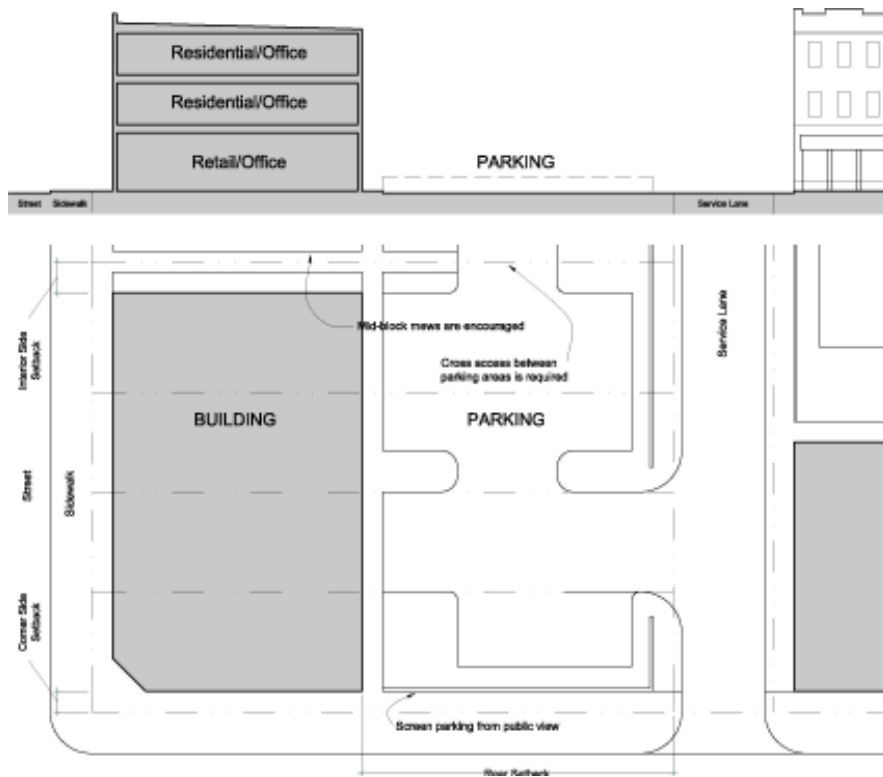
**No uses permitted with conditions (PC), permitted by special exception (SP), and permitted as accessory to another principal use (A) within MUL zoning are allowed except the following:

- Permitted with Conditions
 - Daycare
 - Veterinarian
 - Automobile convenience
 - Home improvement sales
- Permitted by Special Exception
 - Temporary festival
- Permitted as Accessory
 - Home occupation
 - School day care
 - Water/sewer pump station

and shall comply with the supplemental development standards as established by the Zoning Code.

Sub-district 1 shall have a minimum of 50% retail development.

Sub-district 1 shall have a maximum establishment size of 20,000 square feet.



BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 10' min. / 20' max. along Bell Road; 70' min. / 80' max. if parking between Bell Road and the building; 0' min. / 10' max. along internal streets. Setback measured from ultimate right-of-way.

Side: 5' min.

Rear: 20' min.

Maximum Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

Minimum Height: 20 feet, as measured from the highest point along the front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.



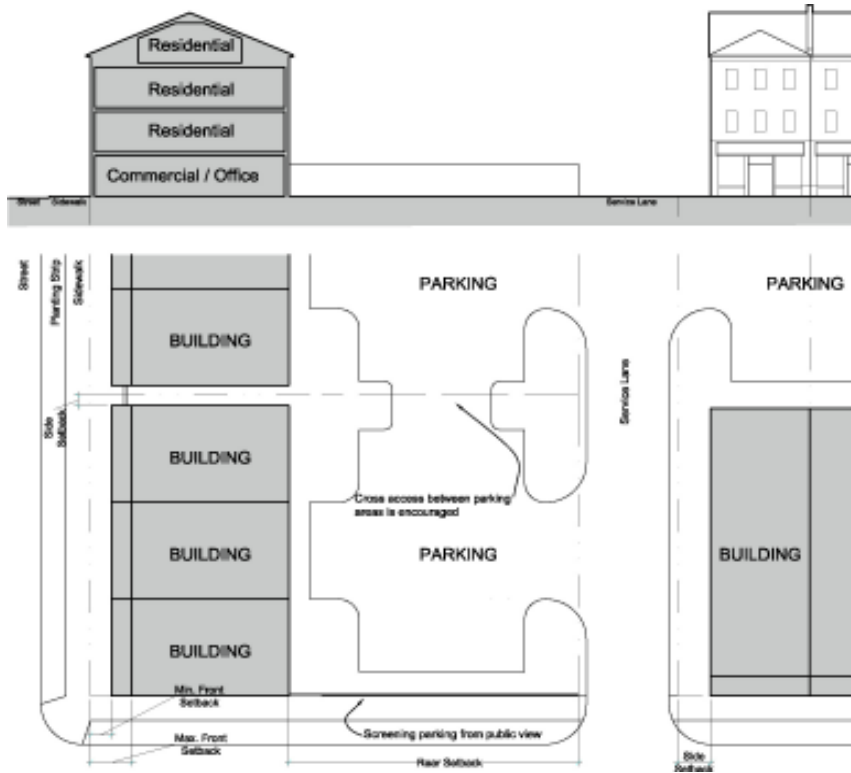
PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: One double-loaded aisle of parking shall be allowed between Bell Road and building; all other parking shall be behind, beside, or beneath building.

Loading: Behind or beside building



BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 10' min. / 20' max. along Bell Road; 0' min. / 10' max. along internal streets. Setback measured from ultimate right-of-way.

Side: 5' min.

Rear: 20' min.; 5' min. or > 15' for garage

Maximum Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.



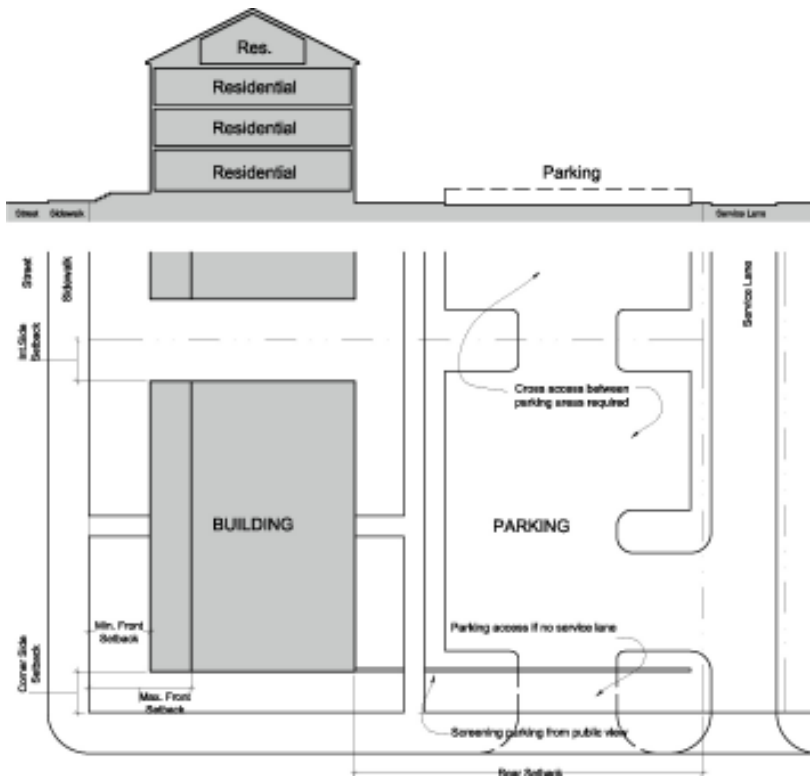
PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Parking shall be behind, beside, or beneath building.

Loading: Behind or beside building.



BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 20' min. / 30' max. along Bell Road; 10' min. / 20' max. along all internal streets. Setback measured from ultimate right-of-way.

Side: 5' min.

Rear: 20' min.

Additional Setback Encroachments:

Covered Stoops & Balconies: 6'

Bay windows: 2'

Maximum Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

PARKING, LOADING & ACCESS

Parking Required: According to UZO

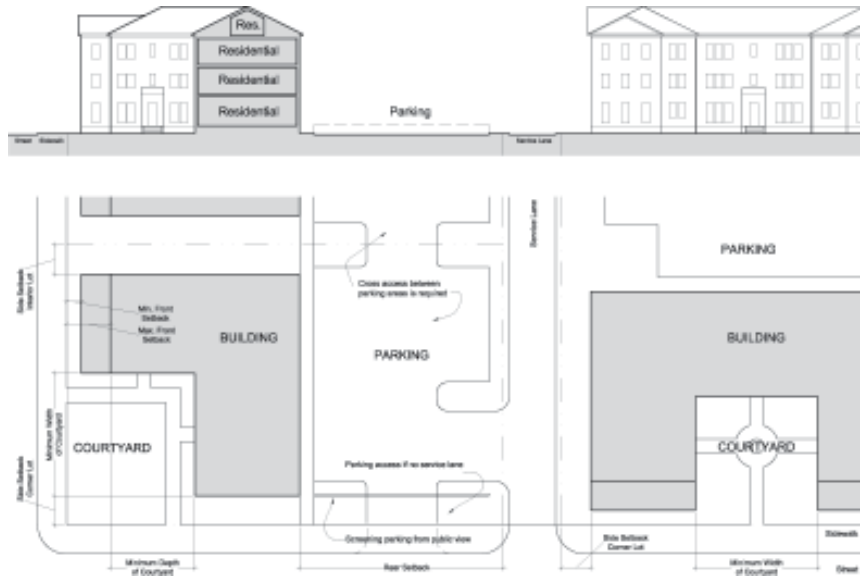
Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Parking shall be behind, beside, or beneath building.

Loading: Behind or beside building

ADDITIONAL STANDARDS

Raised Foundation: 18" minimum as measured from highest point along front property line.



BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 20' min. / 30' max. along Bell Road; 10' min. / 20' max. along all internal streets. Setback measured from ultimate right-of-way.

Side: 5' min.

Rear: 20' min.

Additional Setback Encroachments:

Covered Stoops & Balconies: 6'

Bay windows: 2'

Maximum Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Parking shall be behind, beside, or beneath building.

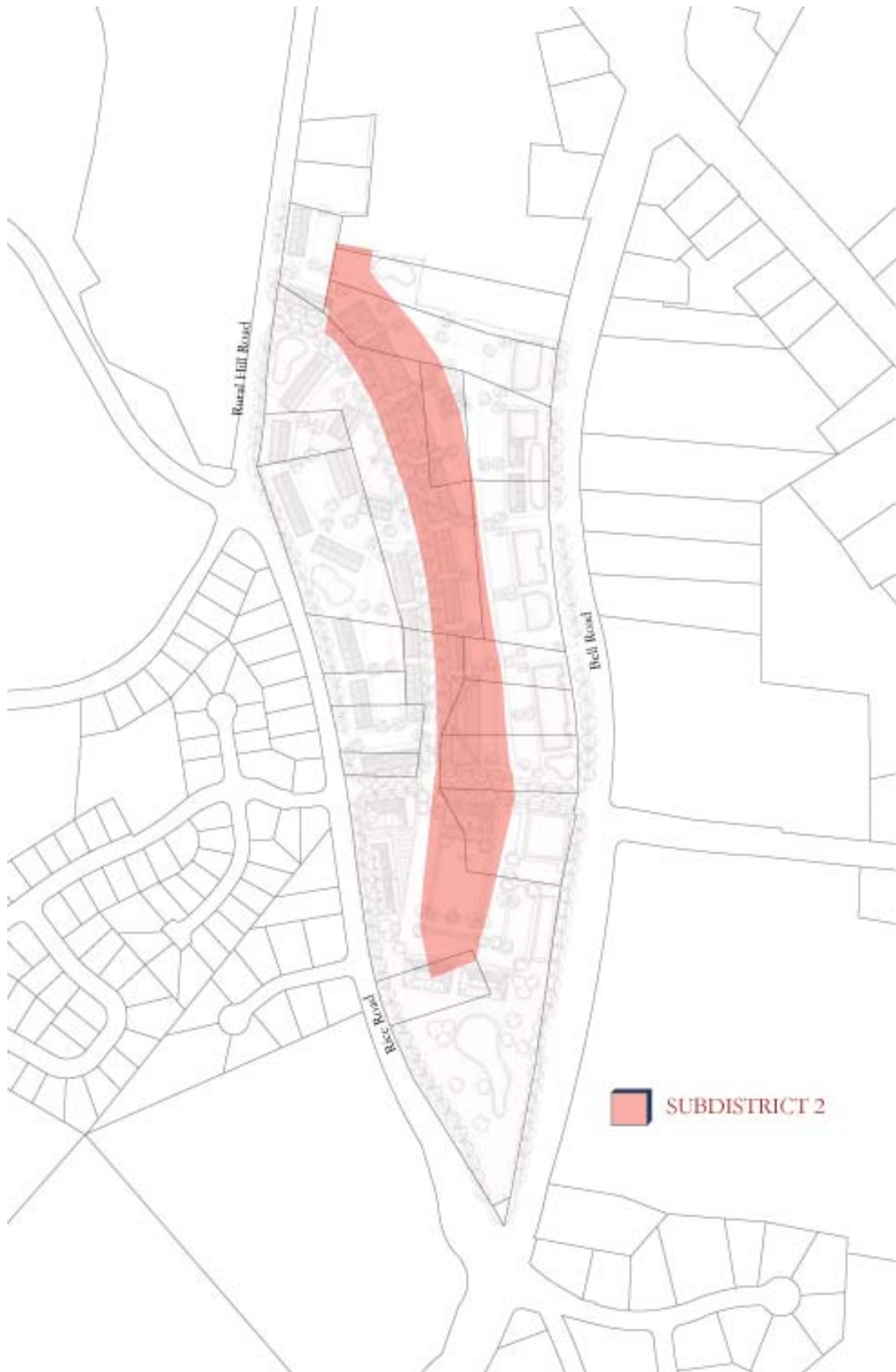
Loading: Behind or beside building

ADDITIONAL STANDARDS

-Raised Foundation: 18" minimum as measured from at highest point along front property line.

-Parking, driveways, and detention areas shall not be located within the central open space.

-The width of the central open space, measured between buildings, shall be no less than the height of the buildings, measure to the bottom of the eave or top of parapet.



Permitted Uses

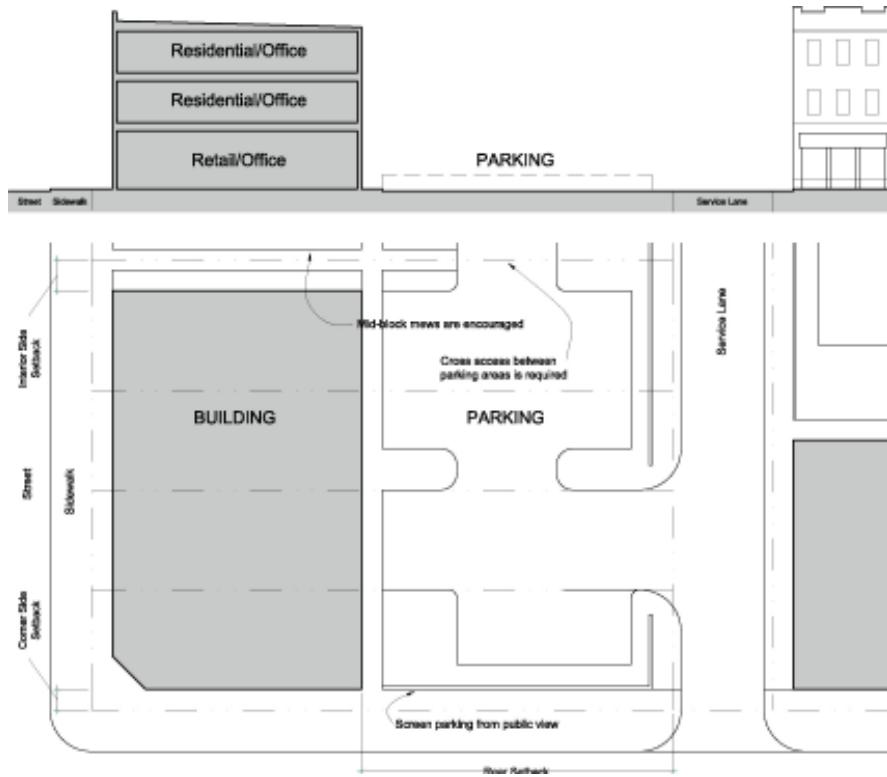
- Residential Uses
 - Multi-family
- Institutional Uses
 - Cultural center
 - Religious institution
- Educational Uses
 - Personal instruction
 - Community education
- Office Uses
 - Financial institution
 - General office
 - Leasing / Sales office
- Medical Uses
 - Assisted living
 - Medical office
 - Outpatient clinic
 - Rehabilitation services
 - Residence for handicapped (8 or more)
- Commercial Uses
 - NONE
- Communication Uses
 - Audio/video tape transfer
 - Multi-media production
 - Printing and publishing
- Industrial Uses
 - NONE
- Transportation Uses
 - NONE
- Utility Uses
 - Water/sewer pump station (as accessory)
- Waste Management Uses
 - NONE
- Recreation and Entertainment Uses
 - Club
 - Greenway
 - Park
 - Recreation center
 - Rehearsal Hall
- Other Uses
 - Pond/lake

**No uses permitted with conditions (PC), permitted by special exception (SP), and permitted as accessory to another principal use (A) within OR20 zoning are allowed except the following:

- Permitted with Conditions
 - Daycare
 - Veterinarian
- Permitted by Special Exception
 - Temporary festival
- Permitted as Accessory
 - Garage sale
 - Home occupation
 - Business service
 - Restaurant (fast-food, full-service, and take-out)

and shall comply with the supplemental development standards as established by the Zoning Code.

Sub-district 2 shall have a minimum of 50% residential development.



BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 10' min. / 15' max.

Side: 5' min.

Rear: 20' min.

Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.



PARKING, LOADING & ACCESS

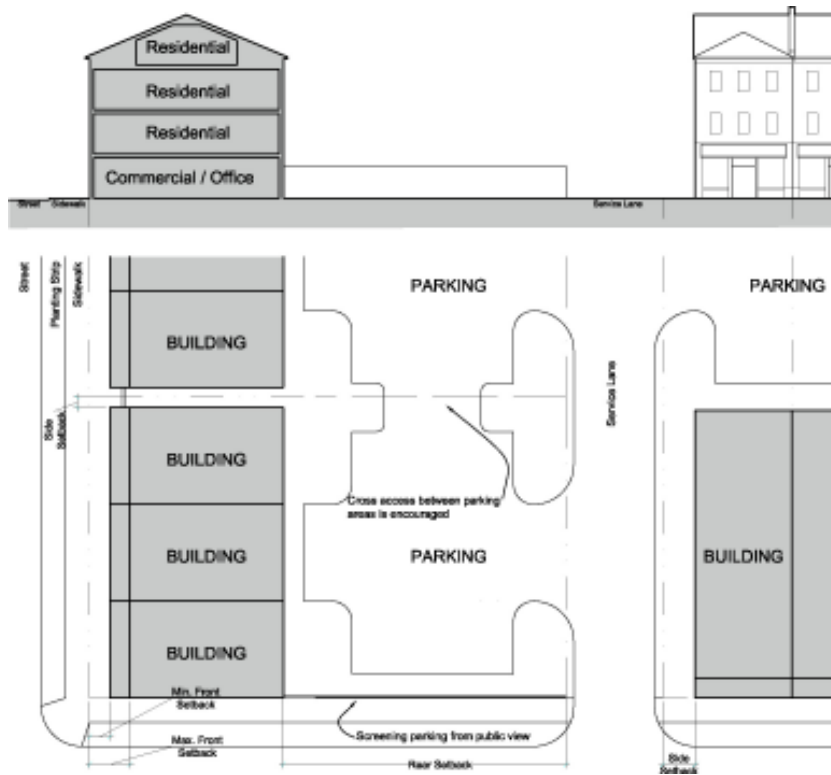
Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Behind, beside, or beneath building.

Loading: Behind or beside building





BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 10' min. / 15' max.

Side: 5' min.

Rear: 20' min.; 5' min. or > 15' for garage

Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

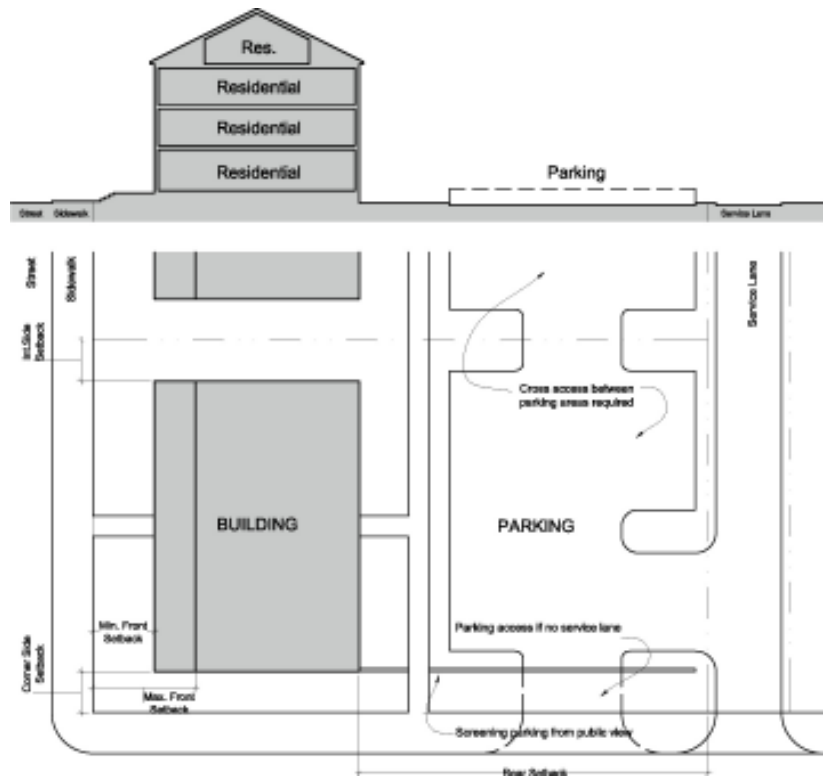
PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Behind, beside, or beneath building.

Loading: Behind or beside building.



BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 10' min. / 20' max.

Side: 5' min.

Rear: 20' min.

Additional Setback Encroachments:

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

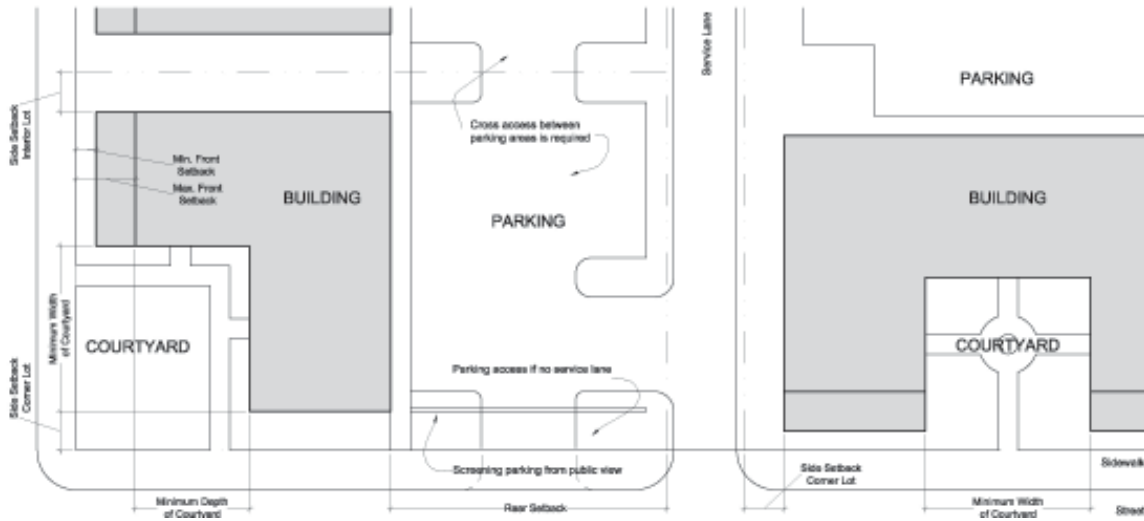
Parking Location: Behind, beside, or beneath building.

Loading: Behind or beside building

ADDITIONAL STANDARDS

Raised Foundation: 18" minimum as measured from at highest point along front property line.





BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 10' min. / 20' max.

Side: 5' min.

Rear: 20' min.

Additional Setback Encroachments:

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Behind, beside, or beneath building.

Loading: Behind or beside building

ADDITIONAL STANDARDS

-Raised Foundation: 18" minimum as measured from at highest point along front property line.

-Parking, driveways, and detention areas shall not be located within the central open space.

-The width of the central open space, measured between buildings, shall be no less than the height of the buildings, measure to the bottom of the eave or top of parapet.



Permitted Uses

- Residential Uses
 - Single-family
 - Multi-family
- Institutional Uses
 - NONE
- Educational Uses
 - NONE
- Office Uses
 - NONE
- Medical Uses
 - Assisted living
 - Nursing home
- Commercial Uses
 - NONE
- Communication Uses
 - NONE
- Industrial Uses
 - NONE
- Transportation Uses
 - NONE
- Utility Uses
 - NONE
- Waste Management Uses
 - NONE
- Recreation and Entertainment Uses
 - Greenway
 - Park
- Other Uses
 - NONE

**No uses permitted with conditions (PC), permitted by special exception (SP), and permitted as accessory to another principal use (A) within RM20 zoning are allowed except the following:

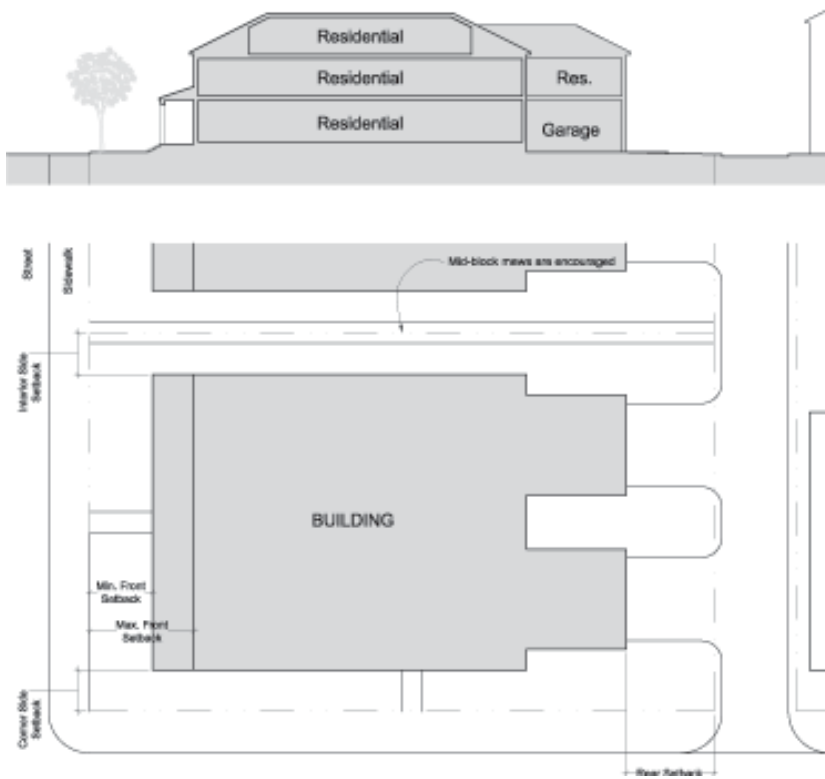
- Permitted with Conditions
 - NONE
- Permitted by Special Exception
 - Religious Institution
 - Recreation Center
 - Pond/lake
- Permitted as Accessory
 - Accessory apartment
 - Garage sale
 - Home occupation
 - Water/sewer pump station

and shall comply with the supplemental development standards as established by the Zoning Code.

Sub-district 3 shall have a minimum of 80% residential development.

Assisted living and Nursing home developments shall occur in the Mansion House building type, and shall be a minimum of 4000 square feet.

There shall be a maximum number of 6 units permitted within each Mansion House building type.



BULK PROVISIONS

Min. Lot Area: 7,200 sq. ft.

Min. Lot Width: 60'

Setbacks:

Front: 20' min. / 30' max. along Rural Hill or Rice Road; 15' min. / 20' max. along all other streets.

Side: 5' min.

Rear: 20' min.; 5' min. or > 15' for garage

Additional Setback Encroachments:

Covered Porches: 8'

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 2 and 1/2 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

PARKING, LOADING & ACCESS

Parking Required: According to UZO

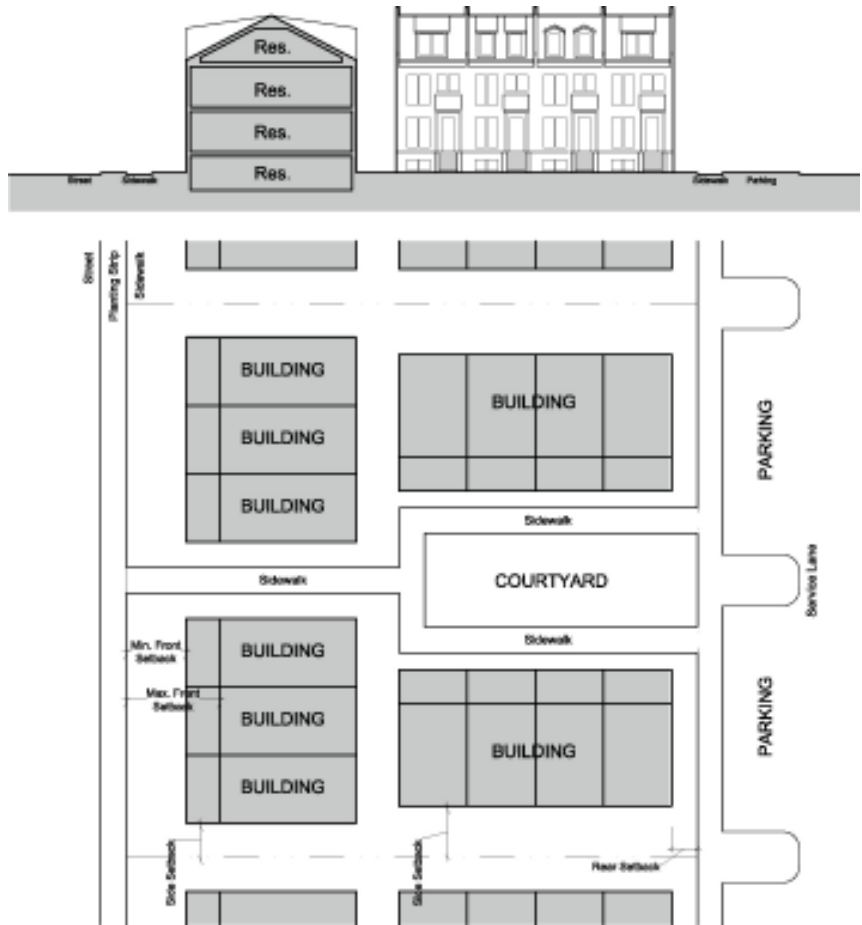
Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

-Raised Foundation: 18" minimum as measured from at highest point along front property line.

-There shall be no more than one secondary dwelling per lot.



BULK PROVISIONS

Min. Lot Area: 10,000 sq. ft.

Setbacks:

Front:

For buildings that front the street: 20' min. / 30' max. along Rural Hill or Rice Road; 15' min. / 20' max. along all others.

For buildings that front central open space: 5' min. / 10' max. from property line adjacent to open space or edge of walk.

Side: 5' min.

Rear: 10' min. from back of building to side property line abutting neighboring lot; 20' min. from back of building to rear property line abutting neighboring lot; 5' min. or > 15' for garage.

Height: 3 Stories max. at highest point along front property line

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

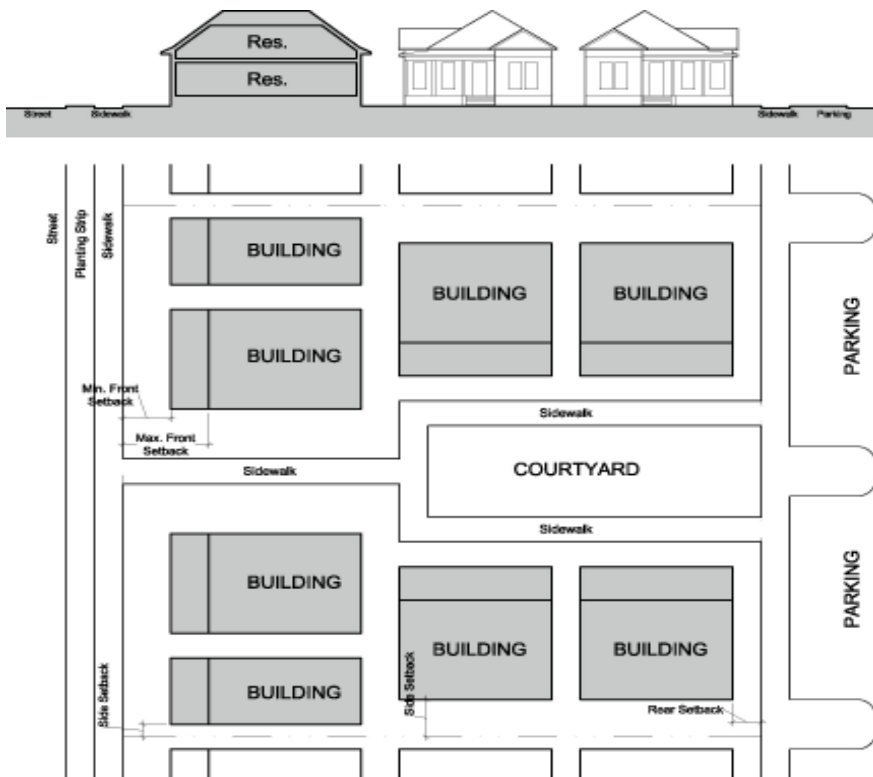
- Raised Foundation: 18" minimum as measured from at highest point along front property line

- Buildings shall abut both sides of the central open space.

- Parking, driveways, and detention areas shall not be located within the central open space.

- Parking adjacent to the central open space shall be separated from it by landscaping or an architectural screen.

- The width of the central open space, measured between buildings, shall be no less than the height of the buildings, measure to the bottom of the eave or top of parapet.



BULK PROVISIONS

Min. Lot Area: 10,000 sq. ft.

Setbacks:

Front:

For buildings that front the street: 20' min. / 30' max. along Rural Hill or Rice Road; 15' min. / 20' max. along all others.

For buildings that front central open space: 5' min. / 10' max. from property line adjacent to open space or edge of walk.

Side: 5' min.

Rear: 10' min. from back of building to side property line abutting neighboring lot; 20' min. from back of building to rear property line abutting neighboring lot; 5' min. or > 15' for garage.

Height: 3 Stories max. at highest point along front property line

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

- Raised Foundation: 18" minimum as measured from at highest point along front property line.
- Buildings shall abut both sides of the central open space.
- Parking, driveways, and detention areas shall not be located within the central open space.
- Parking adjacent to the central open space shall be separated from it by landscaping or an architectural screen.
- The width of the central open space, measured between buildings, shall be no less than the height of the buildings, measure to the bottom of the eave or top of parapet.



BULK PROVISIONS

Min. Lot Area: 1,800 sq.ft.

Setbacks:

Front: 20' min. / 30' max. along Rural Hill or Rice Road; 15' min. / 20' max. along all others.

Side: 5' min. on all corner lots, 0' min. on interior lots.

Rear: 20' min.; 5' min. or > 15' for garage.

Additional Setback Encroachments:

Covered Porches: 8'

Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories max. at highest point along front property line

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

-Raised Foundation: 18" minimum as measured from at highest point along front property line

-There shall be no more than one secondary dwelling per lot

A. GENERAL

1. Simple, attractive design in durable materials is preferred over elaborate design in inferior materials. For instance, a 4x4 post with cap and base is preferred over prefabricated faux-traditional porch column.
2. Traditional architecture, when utilized, shall be executed according traditional design standards. (See *Traditional Construction Patterns: Design and Detail Rules-of-Thumb* by Stephen A. Mouzon (The McGraw-Hill Companies, Inc.) and *A Field Guide to American Houses* by Virginia and Lee McAlester (Alfred A. Kompf Inc.))
3. Architectural features and treatments shall be consistent with the architectural style chosen.
4. Rhythm of ground floor architectural features shall harmonize with rhythm of upper stories. (See Image 1)
5. Long, uninterrupted wall planes on public streets or paths shall be avoided. (See Image 2)
6. Buildings shall have relatively flat fronts. No frontage may present more than six exterior corners to public view. Corners are counted by shifts in roofline and/or shifts in foundation of the main body of the building. Attachments are not included. (See Image 3)

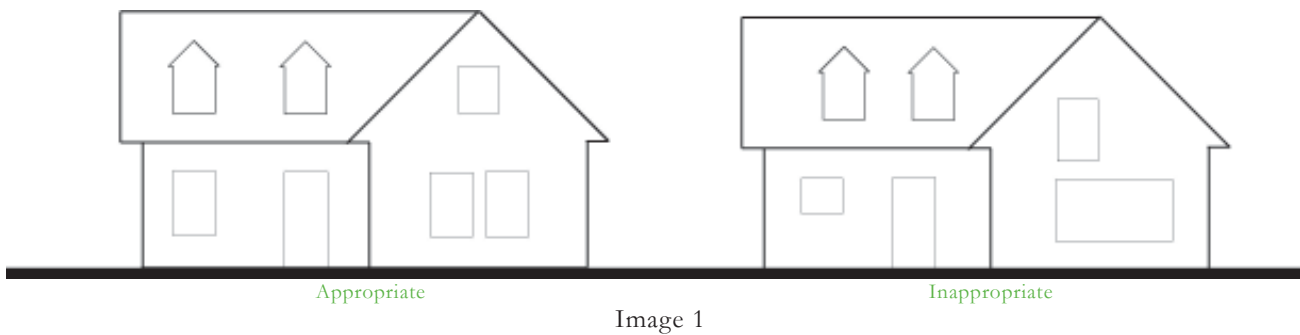


Image 2

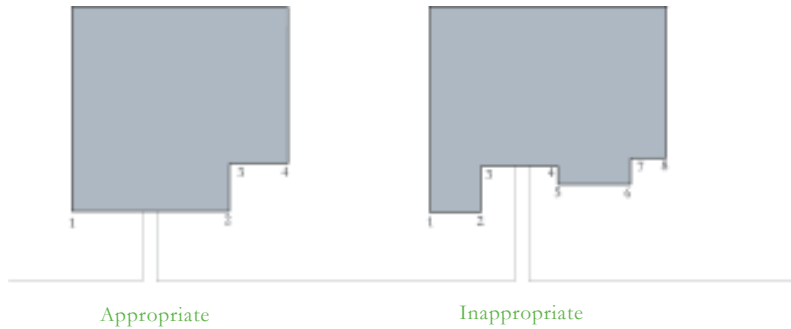


Image 3



Image 4

B. WALLS

1. MATERIALS

a. Building walls shall be finished in brick, stone, wood siding, shingles, fiber cement siding/shingles, stucco, or vinyl siding.

2. CONFIGURATIONS & TECHNIQUES

a. Building foundations less than 3' – 0" above grade shall show not be finished but shall show their structural material. For example, a concrete block foundation, less than 3' – 0" above grade, shall not be clad in brick.

b. Building walls shall only change material along a horizontal line, i.e. brick may be combined with siding when the material change occurs horizontally (typically at a floor or sill line), with the heavier material below the lighter. (See Image 4) This provision does not apply to detailing around attachments, windows and doors.

c. Four options for material configuration shall be allowed (See Image 5):

1. All facades are composed of Material 1 from top of foundation to a horizontal line and Material 2 from the horizontal line to the eave.

2. The front façade is composed of Material 1. The side facades and rear facades are composed of Material 1 from top of foundation to a horizontal line and Material 2 from the horizontal line to the eave.

3. The front and side facades are composed of Material 1 and the rear façade is composed of Material 2.

4. All facades are composed of Material 1.

Vinyl siding may not be used as Material 1.

Any deviations from the four façade options are Not Acceptable.\

d. Material Configuration options are not limited to two materials. For instance, in Option 1, material may change twice, once along a horizontal line at first floor level and again along a horizontal line at second floor level.

e. Siding shall be horizontal, maximum of 8" exposure.

f. Shingles shall be horizontal, maximum of 8" exposure.

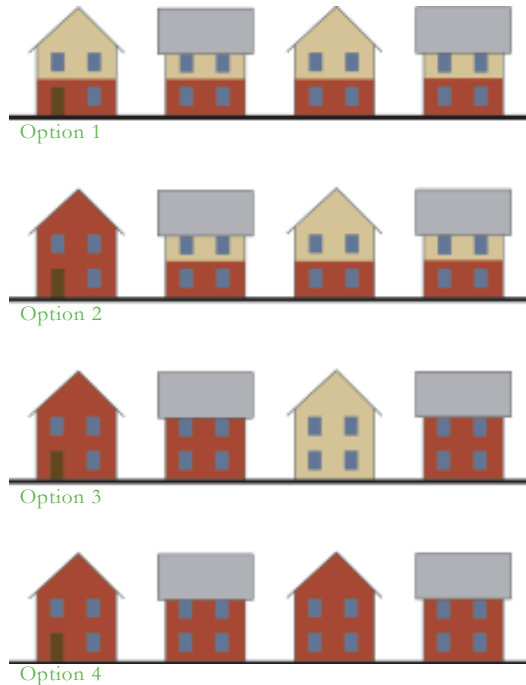


Image 5

C. ATTACHMENTS

1. MATERIALS

- a. Chimneys shall be finished with masonry or stucco. The exterior masonry of fireplaces shall extend to grade.
- b. Piers and arches shall be finished in masonry or stucco.
- c. Porches may be enclosed with glass or screens; however, glass enclosures are not permitted on the principal front facade.
- d. Decks shall not be permitted in front or side yards.
- e. Awnings shall have a metal structure covered with canvas or synthetic canvas. (See Image 6)

2. CONFIGURATIONS & TECHNIQUES

- a. Porches shall be a minimum of 6'-0" in depth.
- b. Balconies shall be 3'-0" to 6'-0" in depth. Balconies shall be structurally supported by piers, columns, brackets, or tapered beams. (See Image 7)
- c. Porches, arcades and breezeways shall have square or vertically proportioned openings (must be taller than wide).
- d. Piers shall be no less than 12" x 12".
- e. Posts shall be no less than 4" x 4".
- f. Wood elements must be painted or sealed with an opaque or semisolid stain.



Image 6



Appropriate



Appropriate



Inappropriate

Image 7

D. ROOFS

1. MATERIALS

- a. Roofs, if sloped, shall be clad in wood shingles, fiberglass shingles or asphalt shingles.

2. CONFIGURATIONS & TECHNIQUES

- a. Principal roofs, if sloped, shall be a symmetrical hipped or gable
- b. The ridge of the principal building shall be either parallel to or perpendicular to the street.
- c. All gable and hipped roofs shall have a slope of 6:12 to 12:12.
- d. All gable and hipped roofs of a building (including the principal structure, attachments and dormers) shall have the same slope. (See Image 8)
- e. Flat roofs and parapets shall be permitted on Mixed-Use/Commercial, Flats, and Live-Work building types.
- f. Eaves shall be continuous, unless overhanging a balcony or porch. Eaves on the principal building shall have an overhang that is either shallow (12" - 18") or deep (24" - 30").
- g. Eaves on outbuildings shall match the eaves of the principal building if the latter are shallow, or shall be approximately half the size of the eaves of the main building if the latter are deep.
- h. Dormers shall light habitable attic spaces, be placed with a minimum of 3'-0" from side building walls, and shall be a minimum of 3'-0" wide (exterior) where found in groups of two or more on a single facade. (See Image 9)
- i. Dormers shall have shed roofs with a minimum slope of 3:12, or hipped or gable roofs with slope to match the principal structure. Eyebrow dormers are also permitted.
- j. Any single gable, hipped or shed dormer (on a single facade) shall be a minimum of 6'-0" wide (exterior) and shall have two or more windows. (See Image 9)

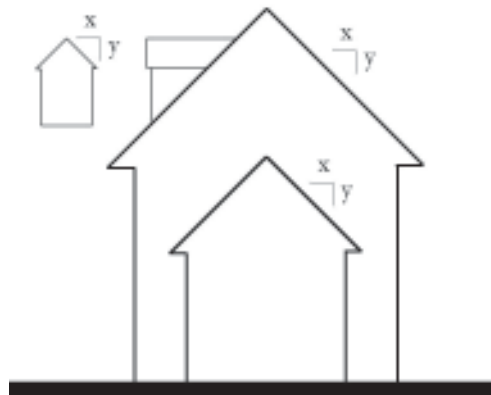


Image 6

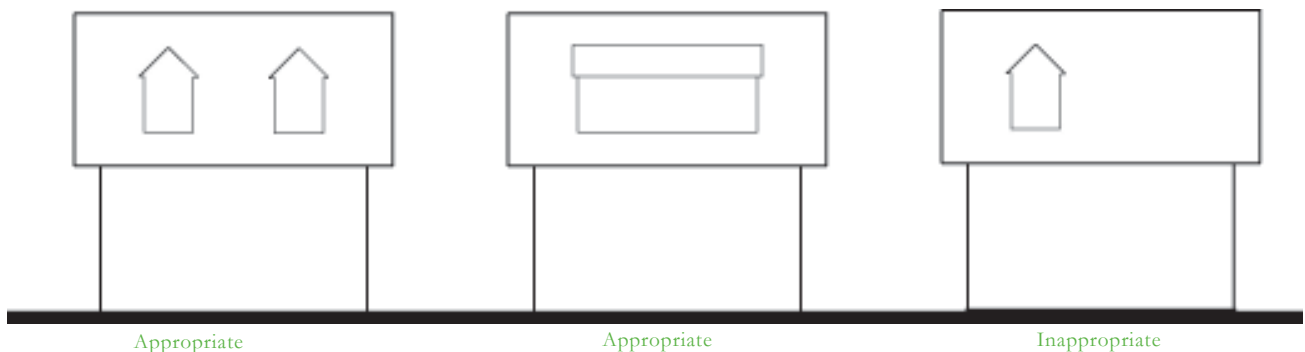


Image 7

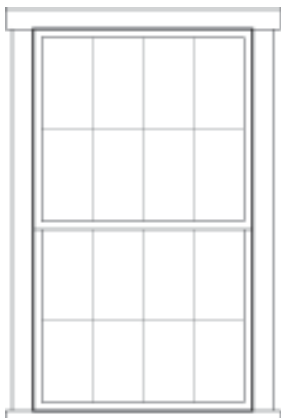
E. OPENINGS

1. MATERIALS

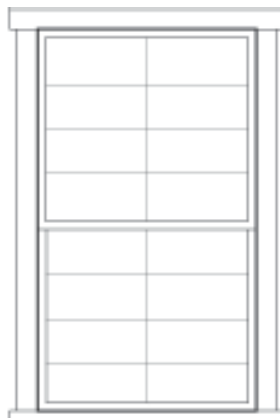
- a. Windows shall be wood (painted), aluminum clad, or vinyl and shall be glazed with clear glass.
- b. Doors at frontages (including garage doors) shall be wood or metal. Doors shall be painted, stained, or pre-finished. Glass is permitted in doors.
- c. Shutters shall be louvered, paneled, or board and batten, and made of wood or fiber cement, and painted (operable or not).

2. CONFIGURATIONS & TECHNIQUES

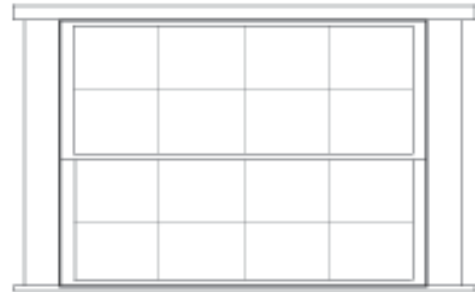
- a. Windows shall be operable casements, single, double, or triple hung. Windows shall be vertically proportioned (taller than wide).
- b. Transoms may be oriented horizontally with panes that match other opening configurations. Transoms may be awning, hopper or fixed. Fixed transoms must have a coordinating door or window.
- c. Multiple windows in the same rough opening shall be separated by a 3 ½ “ minimum post.
- d. Window muntins, if present, shall be true divided light or fixed on the interior and exterior surfaces, and shall create panes of vertical or square proportion (taller than wide or as tall as wide). (See Image 10)
- e. Bays shall extend to the floor inside and to the ground outside, or be supported by visible brackets of appropriate size and scale. (See Image 11)



Appropriate



Inappropriate



Inappropriate

Image 10



Appropriate



Appropriate



Inappropriate

Image 11

- f. All doors and windows require a minimum of a sill, lintel, and drip cap. Windows in sided walls shall have flat casing, minimum 5/4" depth. (See Image 12)
- g. Brickmold casing is appropriate for windows in masonry walls. Brickmold casing shall be set back from surface to provide sufficient return of the masonry finish (or stucco finish).
- h. Openings, including dormers, shall be centered vertically with other openings or shall be centered with the wall between openings. (See Image 13)
- i. Openings above shall be equal in size or smaller than openings below. (See Image 14)

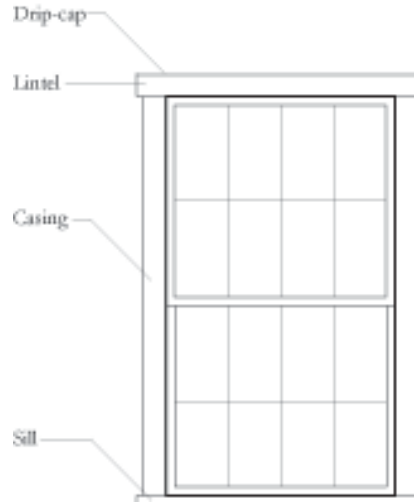


Image 12

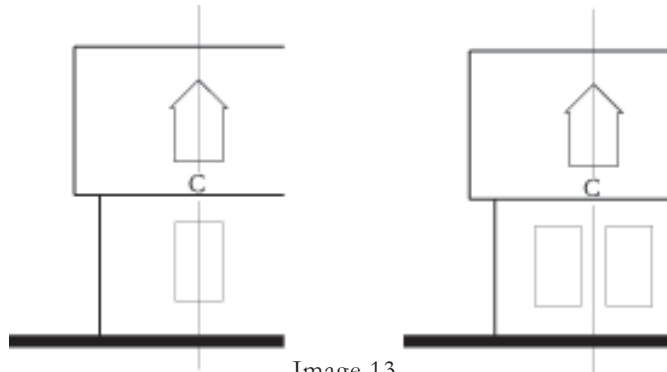


Image 13

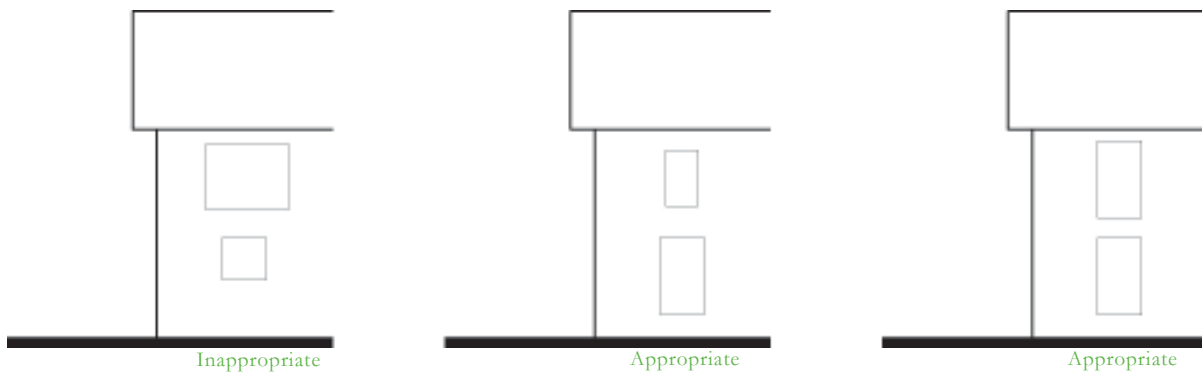


Image 14

- j. Front doors, including entry door to the porch, shall be located on the primary frontage. For houses on corners, either side of the house may be used, however an entrance on the larger street is preferred.
- k. Shutters shall be the same height as the window, and 1/2 the width of the window. Small windows may have one shutter that is the full width of the window. Operable shutters are preferred. (See Image 15)
- l. Garage doors, not facing alley, shall be a maximum of 9'-0" in width.
- m. Sill heights shall be a maximum of 3'-0" from finished floor. The maximum head height shall be 10'-0". Sill heights may vary for windows in a bathroom or kitchen, or decorative windows.
- n. Storefront windows shall be between 2'-0" and 2'-6" above ground level and shall reach to within 2'-0" of ceiling height.
- o. Storefront buildings must have a minimum of 70% of the first floor front façade as clear or lightly tinted windows. Storefronts of corner buildings shall return a minimum of 10' along the side façade. Additional floors shall have a minimum of 30% glazing. The first floor glazed calculation shall be based on the façade area measured to a height of 14 feet from grade for mixed-use/commercial buildings and 12 feet from grade for live/work buildings. (See Image 16)

F. ANCILLARY STRUCTURES

- 1. If a detached garage is provided for parking, an ancillary dwelling unit is encouraged on the second story of the garage structure. (See Image 17)
- 2. Ancillary dwellings, either attached or detached, are permitted with a maximum footprint of 600 square feet. Owner must occupy either.

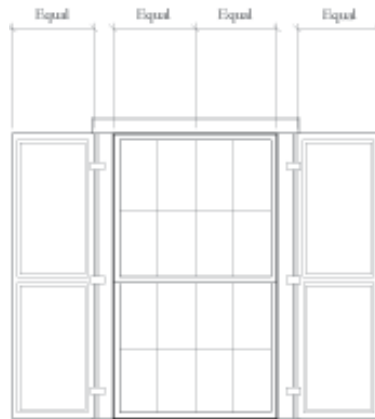


Image 15



Image 16



Image 17