

## 31st Avenue/Long Boulevard Urban Design Overlay

Attachment to Ordinance No. BL2004-151 as adopted 3/16/04  
and Ordinance No. 2005-699 as adopted on 7/19/05  
and Ordinance No. 2007-29 as adopted on 12/04/07

*On the Cover:*

Perspective view looking northwest at the intersection of 31st Avenue North and Long Boulevard. Mixed-use building at left; courtyard residential building in the distance.

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## Intent of the Guidelines

The design intent of the Urban Design Overlay 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, access, and amenity characteristics of the area in relation to the West End Corridor.
- Maintain and enhance current public spaces and provide new public spaces for recreational use by area residents.
- Encourage an appropriate mix of compatible housing types that work together to create a harmonious streetscape

## How to Use the Guidelines

This document has a main body and two appendices. The main body is devoted to setting forth goals, objectives, and, in some cases, implementation strategies for each important subject area comprising the concept plan for future development in the 31<sup>st</sup> Avenue/Long Boulevard area. All of this evolved from the charrette sessions that involved property owners, area residents, Planning Department staff and other interested parties. This document is intended to guide future development in a manner that addresses the important issues raised and discussed during the charrette sessions and subsequent follow-up meetings. A portion of the objectives and illustrations in the main body of this document pertain to areas for which Metropolitan Government exercises

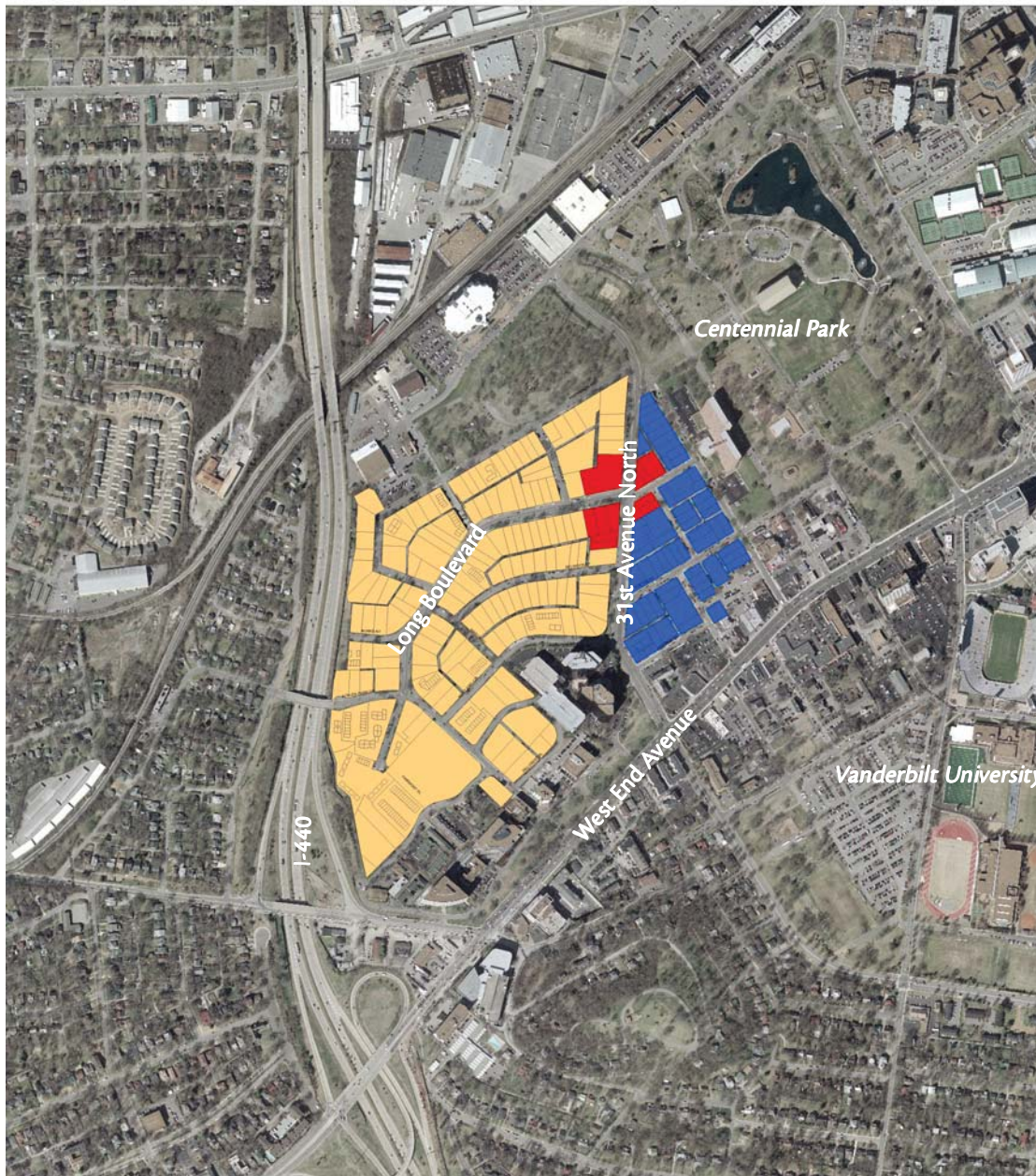
final authority over design, construction and operation of facilities, such as public rights-of-way. The implementation of some objectives in the main body of this document and related design standards, as described in the regulatory appendix, are dependent upon site specific or area wide solutions to infrastructure, such as water service, and stormwater detention and conveyance. The incorporation of these objectives and design standards into any final development construction plans will depend on Metropolitan Government review for consistency with policies, laws, and related standards of various departments. This plan can be fully implemented only to the extent that such issues can be resolved and these policies, laws, and related standards will permit.

The first appendix contains a regulating plan, according to permitted building types, 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 Urban Design Overlay 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.

## Introduction





The 31<sup>st</sup> Avenue/Long Boulevard area is located just off the West End Avenue Corridor at Interstate 440 in southwest Davidson County (see map below). The southern edge of the area backs up to commercial properties that face West End Avenue. The eastern boundary of the area is 29<sup>th</sup> Avenue North. The western boundary is the interstate. The northern boundary includes properties on the south side of Parthenon Avenue and south of the public open space known as "Flag Pole Hill."



## Site Description



The concept plan depicts the structure of the area and is based on the refinement of concepts introduced during the charrette. It should be used as a guide for the proposed character of future development within each area. The regulating plan in the first appendix further describes the character of each street.

**Core (Blue):** Based on existing land use patterns and recent development, this area is intended to remain a high intensity transition to the future urban edge of Centennial Park. Buildings may take many forms such as multi-story mixed-use, commercial, and stacked residential flats. Buildings along the eastern edge of 31<sup>st</sup> Avenue North should respect the height limitations of the western edge of the street by stepping their facades back at the point where their heights differ. The remainder of the area should be developed in a dense, urban manner with a variety of building types as high as approximately six stories.

**Center (Red):** A small, mixed-use neighborhood center is proposed for the intersection of two important streets. This will be the only location in the Urban Design Overlay where street level retail will be encouraged. The intersection is within a short walking distance of much of the area and is an appropriate location for establishments that may fulfill a resident's daily needs, such as corner market or coffee shop. The proposed character of future development is a "Main Street" feel that is urban and oriented to the pedestrian environment. Buildings on the west side of 31<sup>st</sup> Avenue North will be

limited to approximately four stories; however buildings on the east side of 31<sup>st</sup> will be allowed to be higher provided they respect buildings on the opposite side of the street by stepping back their facades.

**General (Yellow):** The area west of 31<sup>st</sup> Avenue North is predominantly residential and is intended to remain as such. Existing and proposed high intensity zoning is offset with design standards that create a consistent streetscape, without sacrificing variety in housing type and design. Design standards are not the same for every property because the streets have a variety of charac-

ter. Medium intensity development of up to approximately four stories is permitted along the busy street of Acklen Park Drive as well as west of Acklen Park Drive. Approximately three story buildings are permitted along portions of Parthenon facing Flagpole Hill and along portions of Long Boulevard, West End Circle, Mason Avenue, and Hillcrest Place. Future development along Belwood Street and portions of Burns and Parthenon near Interstate 440 may include a variety of building types, yet it must be consistent with the existing single-family character of those streets.



## Concept Plan



The development scenarios show a possible development pattern for portions of the area that, if redeveloped, should accomplish the objectives related to restoring the character of an interconnected, urban neighborhood. They should be used as a guide for the appropriate building placement, parking arrangement, and street design of future development.

#### Reconnection of area west of Acklen Park Drive

If redevelopment occurs west of Acklen Park Drive, it should seamlessly connect to the existing urban fabric on the east side of Acklen Park Drive. Existing streets should be connected to new streets creating a clear pattern of blocks. Future development should highlight the importance of the intersection of Acklen Park Drive and Long Boulevard. Vistas from Long Boulevard should terminate on an important feature or landmark such as a small green (pictured), a civic building, or a unique feature of a residential building. A variety of housing types, appropriate to the topography, should frame the streets and open space.



## Development Scenarios

### Connection of Mason Avenue and Hillcrest Place

In an effort to eliminate double-frontage lots, minimize offsets in intersections along Acklen Park Drive, and to improve connectivity, this development scenario depicts the extension and connection of Mason Avenue into Hillcrest Place. Property lost to right-of-way can be regained in closing the northern leg of Hillcrest Place. Additionally, the southern leg of Hillcrest Place could be shifted north to connect at Fairmont Place (not shown). This additional refinement would allow new building lots to back up to commercial property that fronts Park Drive. Before any of these changes can be implemented, a traffic impact study must be completed and the results presented at a public meeting.

### Addition of open space and developable parcels north of Parthenon Avenue

Portions of Metro Parks property along the north side of Parthenon Avenue and west of Oman Street could be platted into usable lots and added to the UDO. These new lots would visually screen the Parks Department maintenance buildings and parking from properties along the south side of Parthenon. In addition, property that is currently used for housing on the north side of Parthenon and west of Flagpole Hill could be redeveloped into open space. This additional open space would create an extension of Flagpole Hill to the historic Parks building on Oman Street.



### Double-frontage lots on Long Boulevard

A series of lots on Long Boulevard have double-frontage along Belwood Street. The shallow depth of the lots creates a difficult challenge in building and parking placement. Property in this area should be developed as a single parcel with its primary frontage to a small public or private open space along Mason Avenue and its secondary frontage to Belwood and Long. Parking should be placed behind the primary frontage and screened from public view along Belwood and Long Boulevard.

## Development Scenarios



Existing streets in the area vary in width, function, and visual appeal. Long Boulevard acts as a connector street from the Centennial Park area to the neighborhoods to the west. Long's approximately fifty feet of pavement, originally intended to accommodate a trolley car line, and its curves encourage high speed traffic.

31<sup>st</sup> Avenue North, another wide, high speed, heavily traveled street, is a barrier at peak times for pedestrians moving between the neighborhoods and destinations west of Centennial Park as well as the park itself.

Acklen Park Drive serves the immediate neighborhood and connects West End Avenue to northwestern neighborhoods. Commercial activity near Park Drive interferes with pedestrian, bicycle, and vehicular traffic along Acklen Park Drive at peak times, which causes congestion and encourages dangerous maneuvers.

Overall, the streets in the neighborhood are well connected yet lack a continuous sidewalk network, streetscape treatments, and safe crossing opportunities.



Beautiful, functional streets are typical of many urban neighborhoods. As West End Park and the areas around 31<sup>st</sup> Avenue North continue to evolve and redevelop, these neighborhoods will need to reclaim the streets as pleasant, desirable places to be.

## Transportation Network

## Goal 1—Long Boulevard

To minimize swift moving vehicular traffic and the impact of traffic on pedestrians along Long Boulevard.

### Objectives

- 1.1 Construct a raised median that narrows the width of the street pavement.
- 1.2 Provide permanent on-street parking to increase friction in the flow of vehicular traffic.
- 1.3 Plant trees at equal intervals within the median and planting strips to increase friction in the flow of vehicular traffic.
- 1.4 Provide paved landing areas where crosswalks intersect the median to create a refuge for pedestrians crossing Long Boulevard.

### Standards

Refer to Figure 1 for proposed street section. The Metropolitan Government of Nashville and Davidson County shall approve changes within the public right-of-way.



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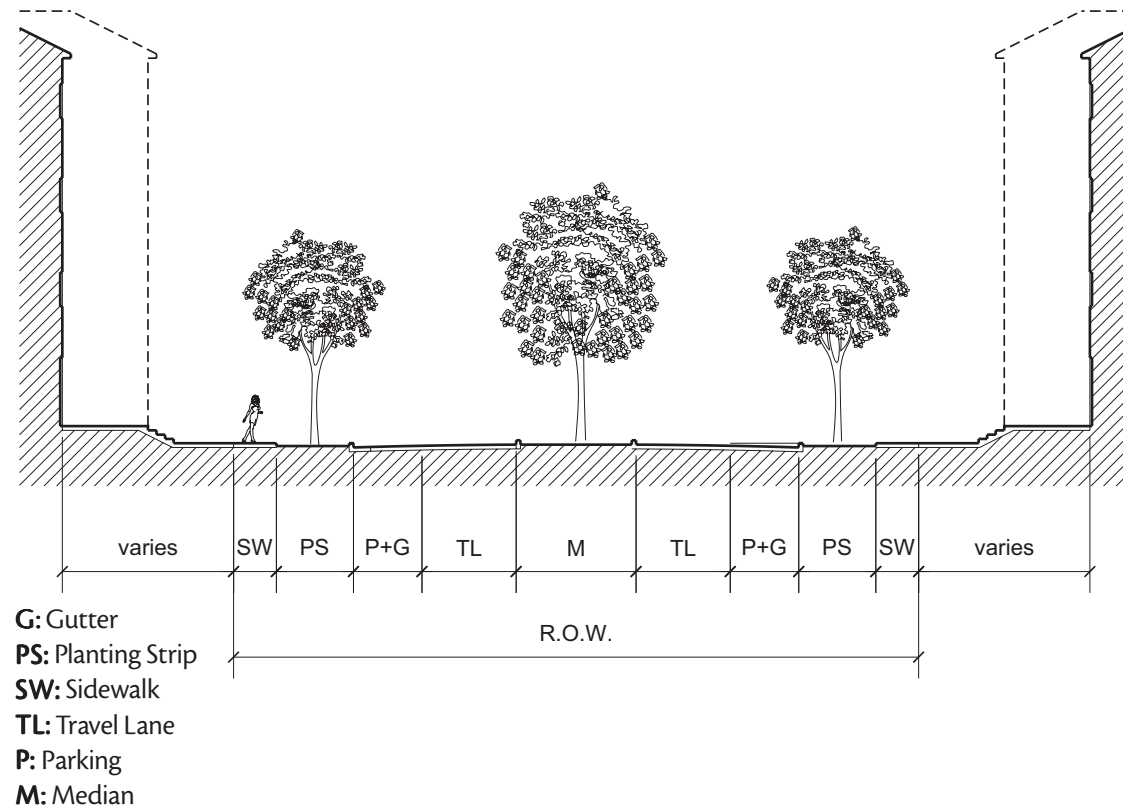


Figure 1: Section - Long Boulevard

## Transportation Network

## Goal 2—31<sup>st</sup> Avenue North

To accommodate safe and comfortable pedestrian and bicycle travel along 31<sup>st</sup> Avenue North.

### Objectives

- 2.1 Study the impact of removing the existing concrete island near the intersection of Parthenon Avenue and 31<sup>st</sup> Avenue North to prevent its dangerous use as a pedestrian refuge (see Open Space Objective 1.2).
- 2.2 Increase the width of sidewalks along both sides of the street at locations with high projected levels of pedestrian activity in order to allow more than two people to walk side by side.
- 2.3 Decrease the width of vehicular travel lanes in order to slow traffic and accommodate wider sidewalks.
- 2.4 Define bicycle travelway by creating a wide outside lane in both directions from West End Avenue to Park Plaza. This requirement fulfills the recommendations of the Metro Bikeway/Pedestrian plan.
- 2.5 Install a marked parallel parking lane adjacent to the sidewalk on each side of street to accommodate additional parking and provide a buffer between pedestrians and vehicular traffic.
- 2.6 Encourage the installation of pedestrian bulb-outs at the intersection of 31<sup>st</sup> Avenue North and Park Place, Parthenon Avenue, and Belwood Avenue, to define permanent on-street parking and reduce the width of pavement pedestrians must cross.

### Standards

Refer to Figure 2 for proposed street section. The Metropolitan Government of Nashville and Davidson County shall approve changes within the public right-of-way.



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**BL:** Bike Lane  
**G:** Gutter  
**PS:** Planting Strip  
**SW:** Sidewalk  
**TL:** Travel Lane  
**P:** Parking

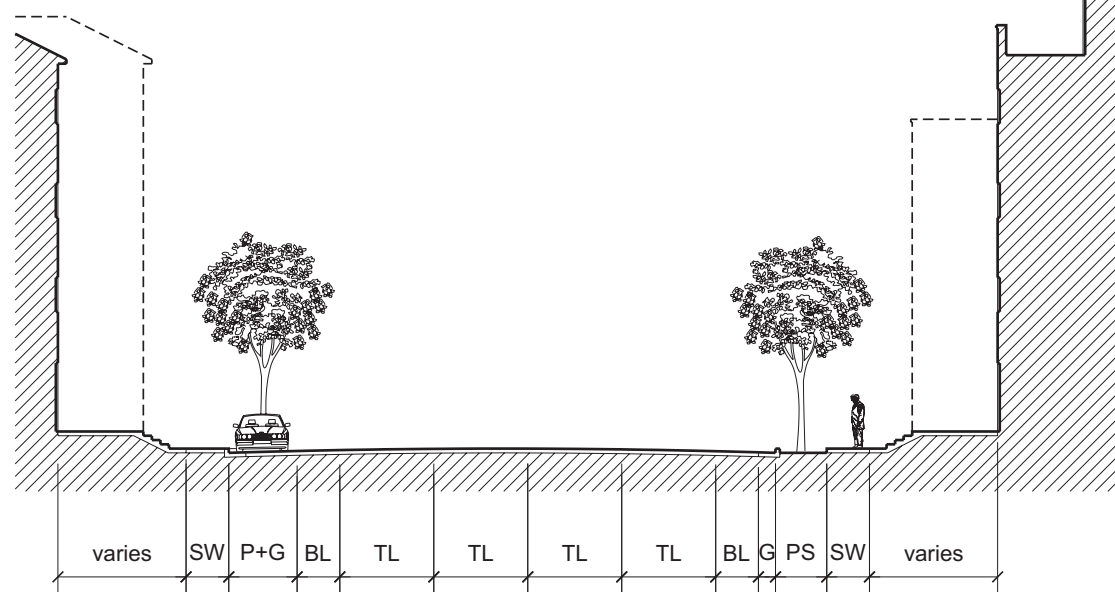


Figure 2: Section - 31<sup>st</sup> Avenue North

## Transportation Network



### Goal 3—Intersection of 31<sup>st</sup> Avenue North and Long Boulevard

To make the intersection of 31<sup>st</sup> Avenue North and Long Boulevard pedestrian-friendly.

#### Objectives

- 3.1 Utilize signalization and signage as appropriate to minimize conflicts between pedestrians and vehicles. **Metro completed a signalization study of this intersection in the summer of 2003, when it was determined that a signal was not yet warranted. Metro will reevaluate this determination as the character of the area changes.**
- 3.2 Install crosswalks to give pedestrians priority in crossing this intersection.
- 3.3 Install pedestrian bulb-outs at the intersection to define permanent on-street parking and reduce the width of pavement pedestrians must cross.

#### Standards

Refer to Figures 3 and 4 for proposed plan and street section. The Metropolitan Government of Nashville and Davidson County shall approve changes within the public right-of-way.

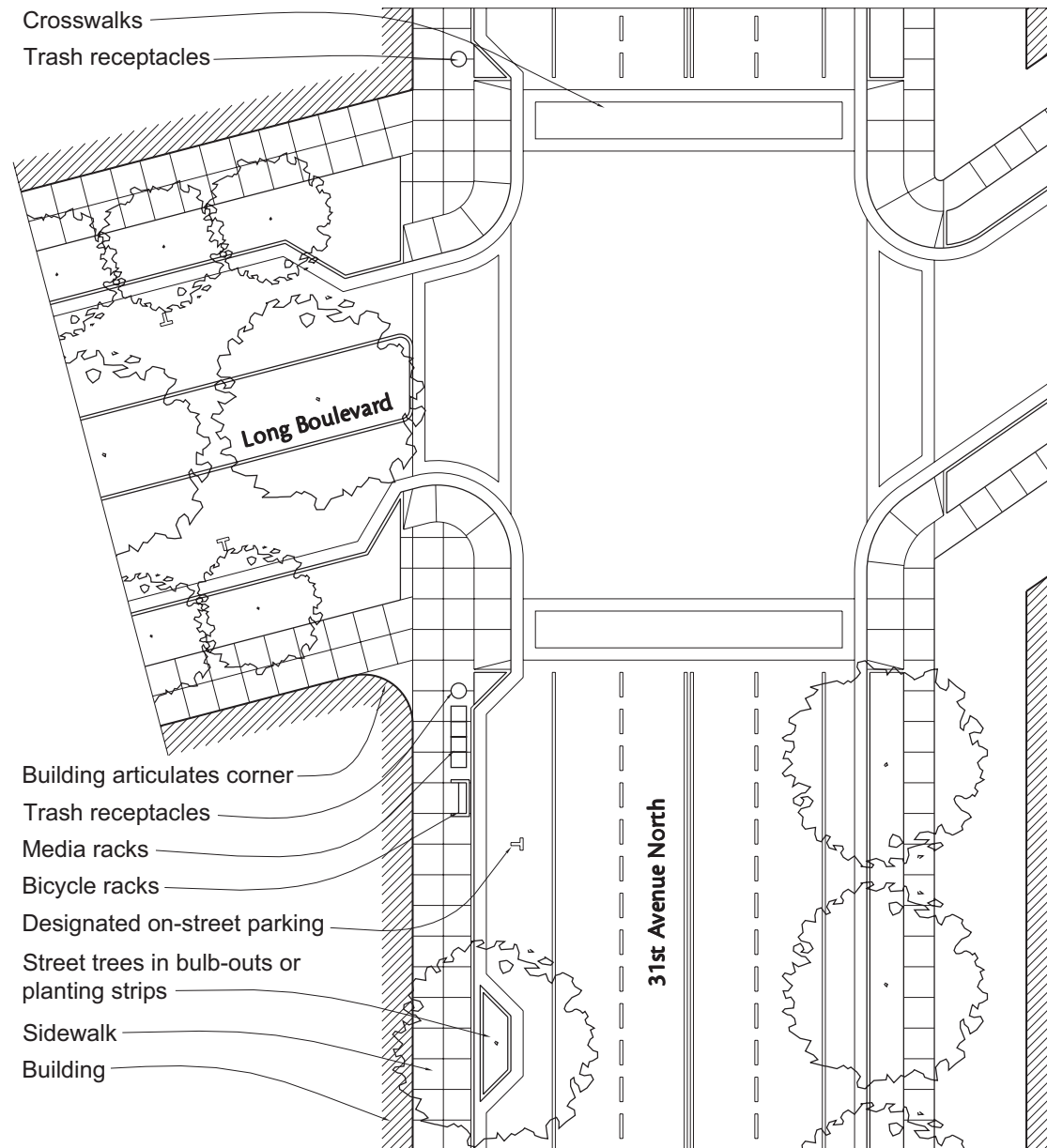


Figure 3: Intersection Plan - 31st Avenue North and Long Boulevard

## Transportation Network

**BL:** Bike Lane  
**G:** Gutter  
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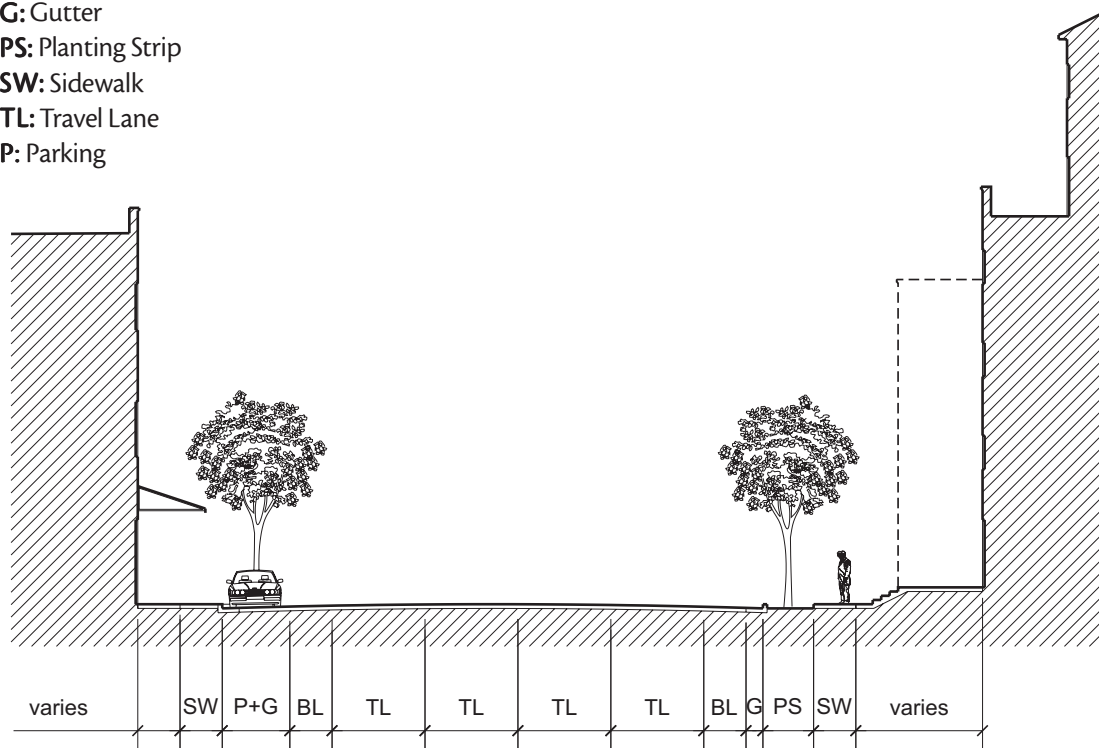


Figure 4: Section - 31st Avenue North near Long Boulevard



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[www.pedbikeimages.org/ITE Pedestrian Bicycle Council](http://www.pedbikeimages.org/ITE_Pedestrian_Bicycle_Council)

## Transportation Network

## Goal 4—Acklen Park Drive

To alleviate vehicular conflicts along Acklen Park Drive between Park Drive and Fairmont Drive.

### Objectives

- 4.1 Install signage that only permits permanent on-street parking on the west side of Acklen Park Drive.
- 4.2 Install signage that prohibits delivery trucks that serve businesses on Park Drive from parking along Acklen Park Drive.

**Metro cannot disallow on-street parking for delivery and pick-up if none is provided off-street.**

### Standards

Refer to Figure 5 for proposed street section. The Metropolitan Government of Nashville and Davidson County shall approve changes within the public right-of-way.

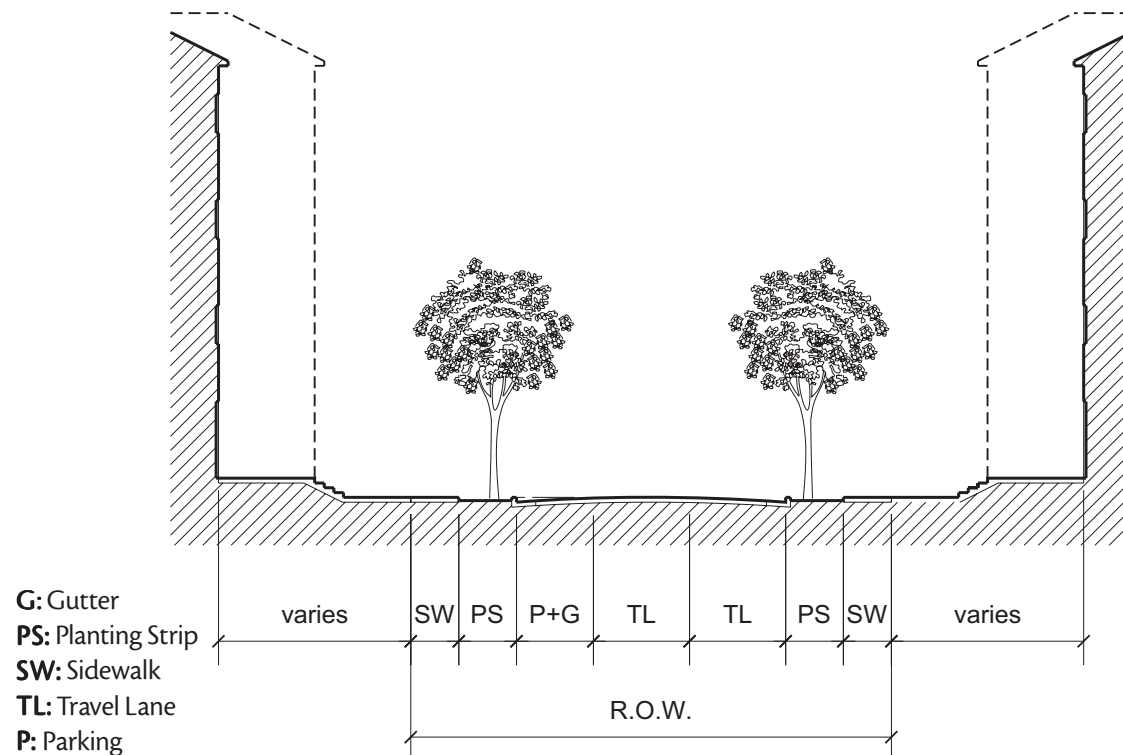


Figure 5: Section - Acklen Park Drive

## Transportation Network



## Goal 5—Pedestrian Network

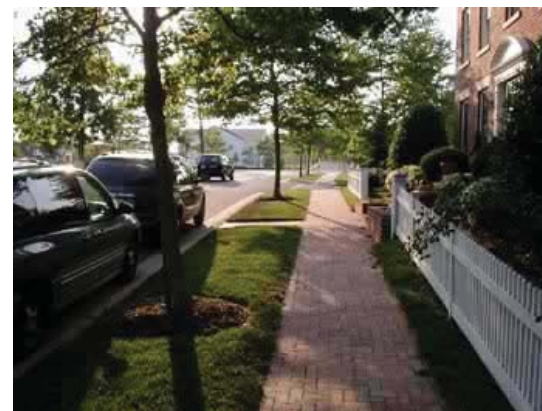
To allow for a complete, safe, and comfortable pedestrian network throughout the neighborhood.

### Objectives

- 5.1 Improve and repair the sidewalk network to Metro Standards unless noted otherwise.

### Implementation Strategies for Changes within the Public Right-of-Way

- 1 Request Metro to perform an itemized cost estimate for proposed changes and require land developers to pay into a capital improvement fund based on location and length of frontage.
- 2 Apply, as a neighborhood association, for available local, state, and federal community enhancement grants.
- 3 Request improvements to be included in future Capital Improvements Budgets.



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## Transportation Network

This area benefits, more than most neighborhoods in Nashville, from its proximity to great open space. Centennial Park forms the eastern boundary of the area. A leg of Centennial Park called Flagpole Hill forms the neighborhood's northern boundary but good visibility of the open space is limited. The open space along Park Drive is not owned or maintained by Metro, yet it is one of the most active open spaces in the city and is the front lawn to the West End Park neighborhood.

While these spaces provide for active and passive recreation, some of the common functions of urban open space are more difficult to find. Playgrounds and community gardens are not numerous, but there is ample room to accommodate additional function while preserving the natural beauty of the existing open space.



Open spaces that encourage more frequent use with facilities such as playgrounds, shelters, benches, and gardens are essential to complete the neighborhood's network of useful urban outdoor areas.



## Open Space

## Goal 1—Existing Open Spaces

To maintain existing open spaces within and around the neighborhood as pleasant places of active and passive recreation.

### Objectives

- 1.1 Develop an agreement or program with property owners whereby the park along West End Avenue between Murphy Road and 31<sup>st</sup> Avenue North is preserved and maintained for future generations.
- 1.2 Provide a clearly marked, pedestrian-friendly crosswalk to join “Flagpole Hill” and Centennial Park at the intersection of Parthenon Avenue and 31<sup>st</sup> Avenue North.
- 1.3 Increase security at open spaces by increasing the number of “eyes on the park.”
- 1.4 Install signage along 31<sup>st</sup> Avenue North that directs visitors, including motorists, bicyclists, and pedestrians, to Centennial Park.



Due in large part to the area's current zoning, which allows high density residential and office, the character of the neighborhood's buildings has been in transition for decades. The deterioration of West End Park's original character of single-family detached houses is evident on virtually every street. Between 31<sup>st</sup> Avenue North and Centennial Park, old houses that had been converted to office use are now being replaced with mid-rise residential condominium buildings. Other recent development forms, especially prevalent west of 31st Avenue, include the tacked-on appendages of converted single-family detached houses and new apartment buildings on single lots that are built perpendicular to the street with parking along the side. These additions, intermingled with the remaining single-family detached houses, create a jumbled streetscape. The new variety of housing has continued to break up the neighborhood's historically consistent building pattern.



Buildings that exhibit quality construction, beauty, and permanence reinforce the neighborhood's strength. Buildings must orient themselves to public spaces, such as streets and sidewalks, to encourage walking and interaction, a benefit of the area's unique location and proximity to Nashville's urban resources.



## Buildings

### Goal 1—31<sup>st</sup> Avenue North and Long Boulevard

To create a mixed-use neighborhood center with a “Main Street” character at the intersection of 31<sup>st</sup> Avenue North and Long Boulevard. (refer to Transportation Network Goal 3 for related objectives and standards)

#### Objectives

- 1.1 Construct buildings close to the sidewalk to provide convenient pedestrian access and narrow the perceived width of the street.
- 1.2 Require building facades at street level to be taller than other floors and include larger window areas to encourage their use as retail.
- 1.3 Require the first floor of residential buildings to be above the level of the sidewalk to increase privacy.
- 1.4 Allow multi-story buildings with height limits to encourage intensity.
- 1.5 Require building facades to maintain a consistent setback while incorporating articulation of the façade to mitigate long, uninterrupted facades.
- 1.6 Require finishes on facades at street level to be constructed of durable materials that do not imitate other materials.

#### Standards

Refer to Figures 6 through 10 for illustration of building types. Refer to regulatory standards for bulk requirements and façade standards.

### Goal 2—31<sup>st</sup> Avenue North

To encourage higher intensity residential uses along 31<sup>st</sup> Avenue North, which take advantage of their natural context and their proximity to the neighborhood center, Centennial Park, and major transportation routes.

#### Objectives

- 2.1 Construct buildings with shallow setbacks to frame the street and preserve private rear yards.
- 2.2 Require the first floor of residential buildings to be above the level of the sidewalk to increase privacy.
- 2.3 Allow multi-story buildings with height limits appropriate to the width of the street to encourage intensity.
- 2.4 Encourage building facades to be designed and articulated so as to avoid massive, unbroken facades.
- 2.5 Encourage fencing and walls at the sides and rear of properties to increase privacy.
- 2.6 Require the architecture of new buildings to be compatible with and complementary to the historic buildings in the area without being facsimiles of older buildings.

#### Standards

Refer to Figures 8 through 10 for illustration of building types. Refer to regulatory standards for bulk requirements and façade standards.

### Goal 3—West of 31<sup>st</sup> Avenue North

To promote a diverse residential neighborhood containing a mixture of housing types west of 31<sup>st</sup> Avenue North that responds to its natural and physical context as well as its proximity to Centennial Park, Vanderbilt University, and the West End corridor.

#### Objectives

- 3.1 Construct buildings with shallow setbacks to frame the street and preserve private rear yards.
- 3.2 Require the first floor of residential buildings to be above the level of the sidewalk to increase privacy.
- 3.3 Allow multi-story buildings with height limits appropriate to the width of the street to encourage intensity.
- 3.4 Encourage building facades to be designed and articulated so as to avoid massive, unbroken facades.
- 3.5 Encourage fencing and walls at the sides and rear of properties to increase privacy.
- 3.6 Require the architecture of new buildings to be compatible with and complementary to the historic buildings in the area without being facsimiles of older buildings.
- 3.7 Preserve contiguous pockets of single family detached buildings to provide a mix of building types.
- 3.8 Reconstruct the blocks and street network west of Acklen Park Drive to create a seamless connection between the historic development pattern and the modern development pattern.

## Buildings

### Standards (for Goal 3)

Refer to Figures 9, 10, 11, and 12 for illustration of building types. Refer to regulatory standards for bulk requirements and façade standards.

### Goal 4—East of 31<sup>st</sup> Avenue North

To fulfill the intensity potential of existing mixed office and residential zoning with an urban character that creates a transition between 31<sup>st</sup> Avenue North and the edge of Centennial Park.

### Objectives

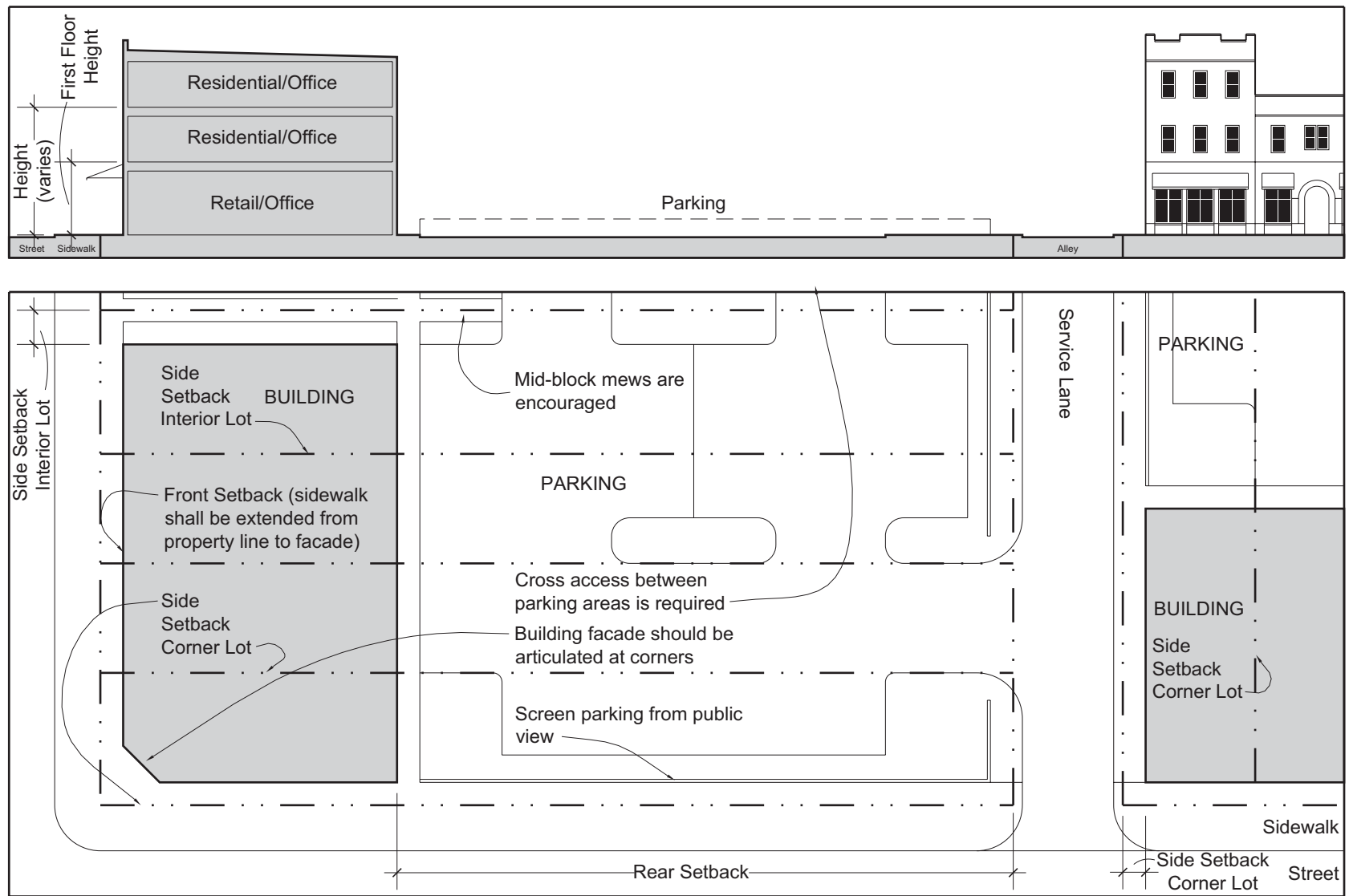
- 3.1 Construct buildings close to the sidewalk or with shallow setbacks to frame the street and preserve private rear yards.
- 3.2 Require buildings with ground floor residential uses to raise the ground level above the level of the sidewalk to increase privacy.
- 3.3 Allow multi-story buildings with increased height limits to encourage intensity.
- 3.4 Encourage building facades to be designed and articulated so as to avoid massive, unbroken facades.
- 3.5 Require the architecture of new buildings to be compatible with and complementary to the historic buildings in the area without being facsimiles of older buildings.

### Standards

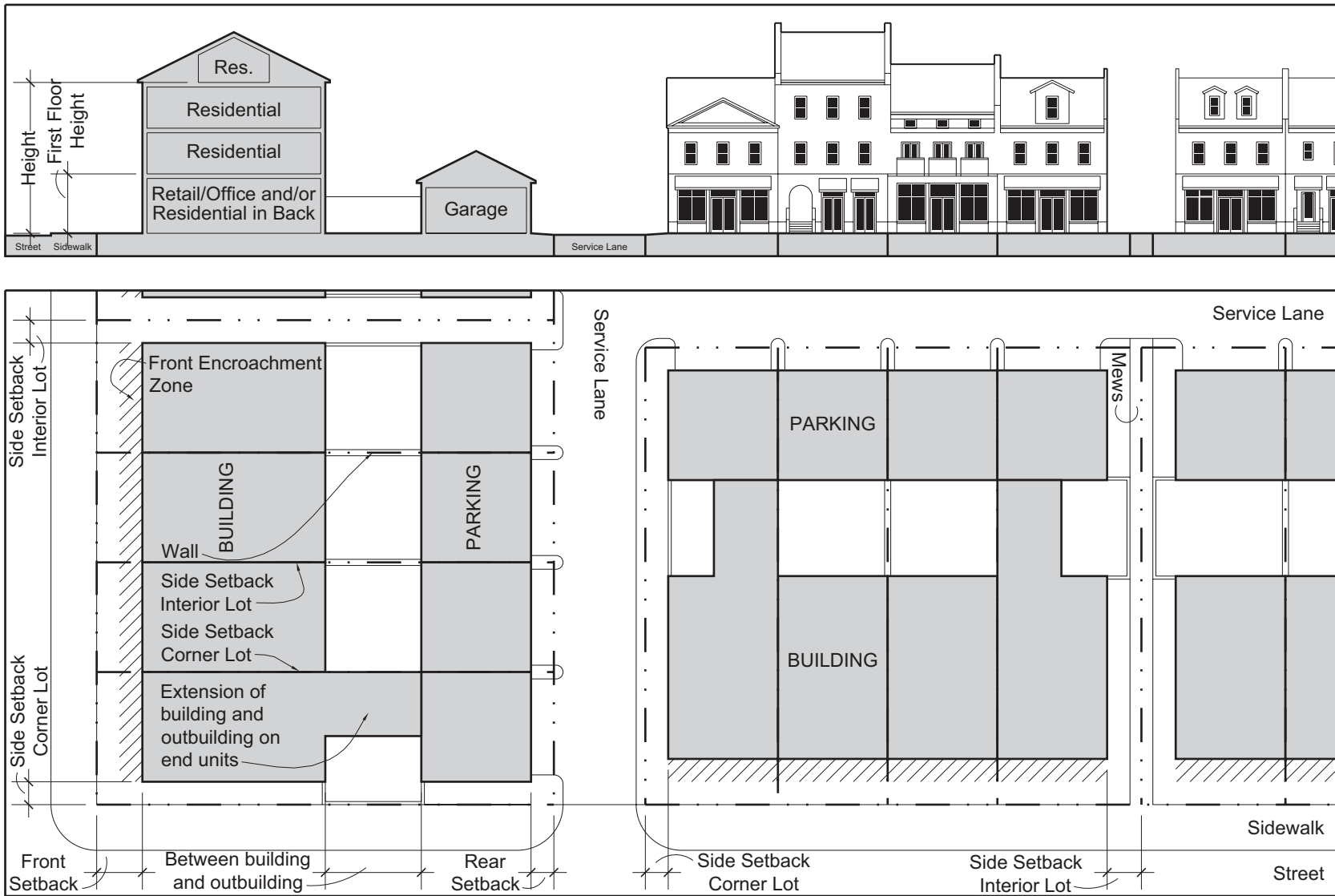
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## Buildings





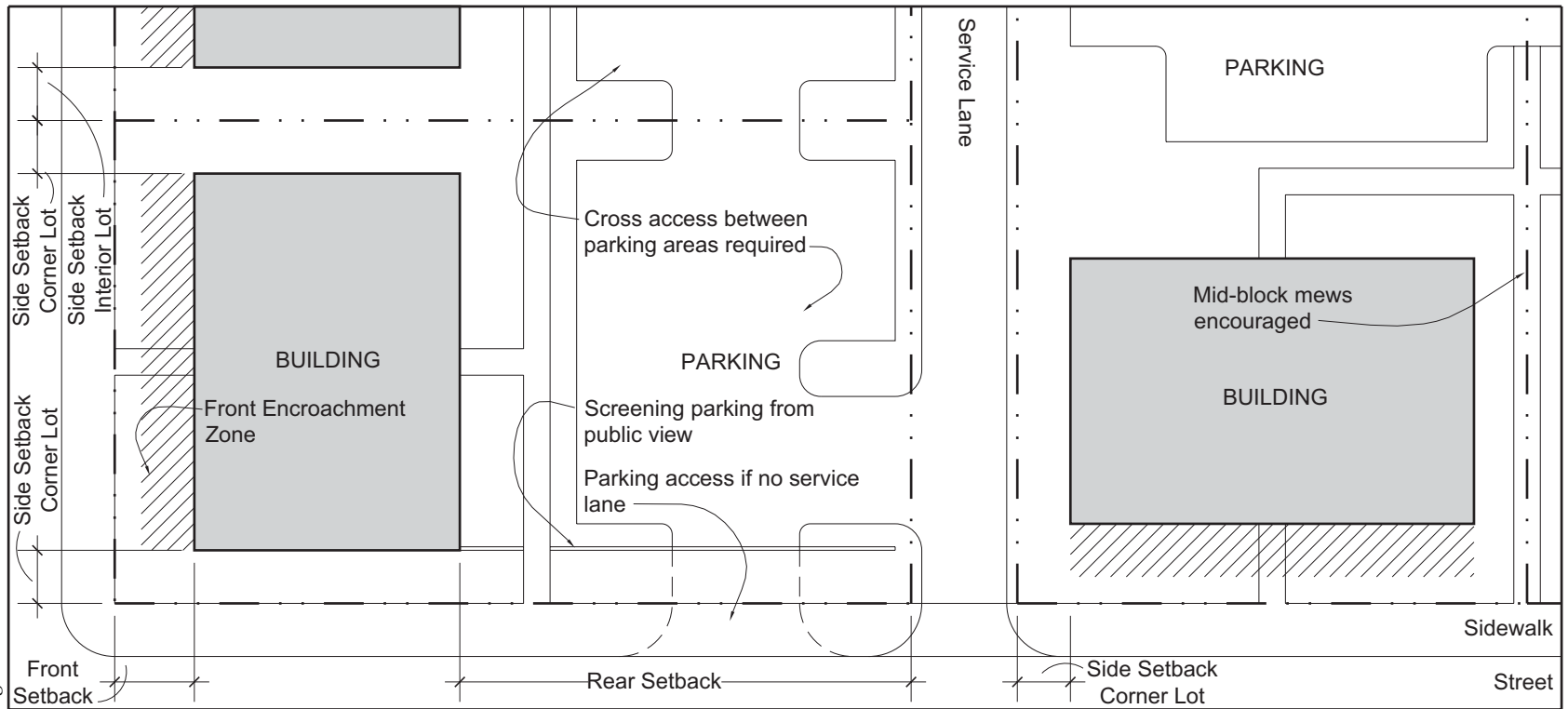
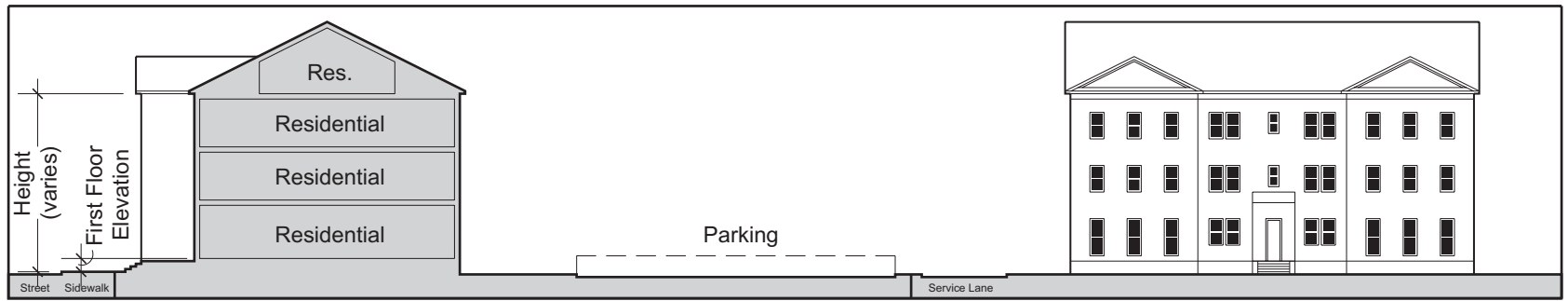
**Figure 6**  
**Commercial/Mixed-Use**  
**Buildings**



**Figure 7**  
**Live/Work**  
**Buildings**



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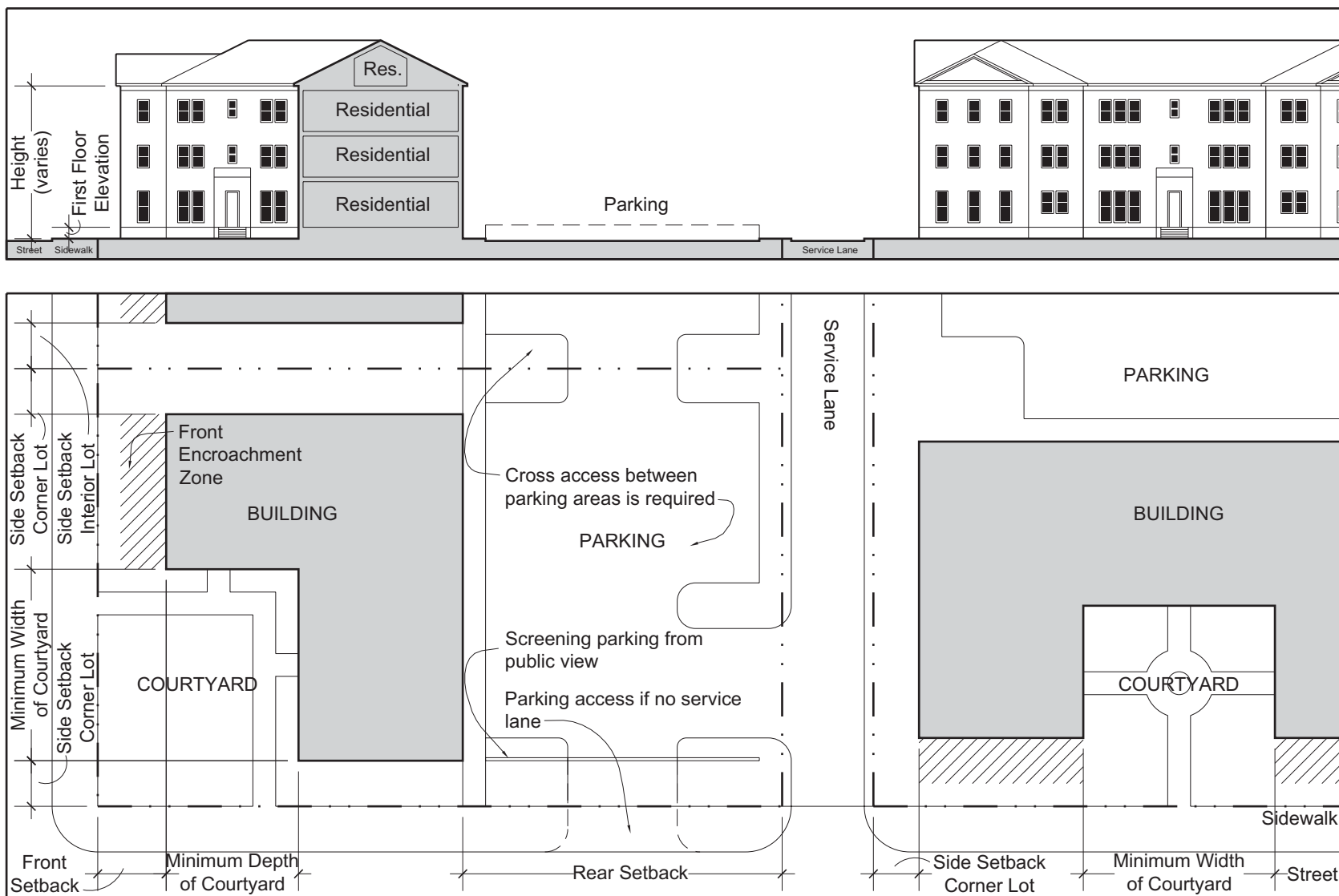


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**Figure 8**  
**Stacked Flat**  
**Buildings**



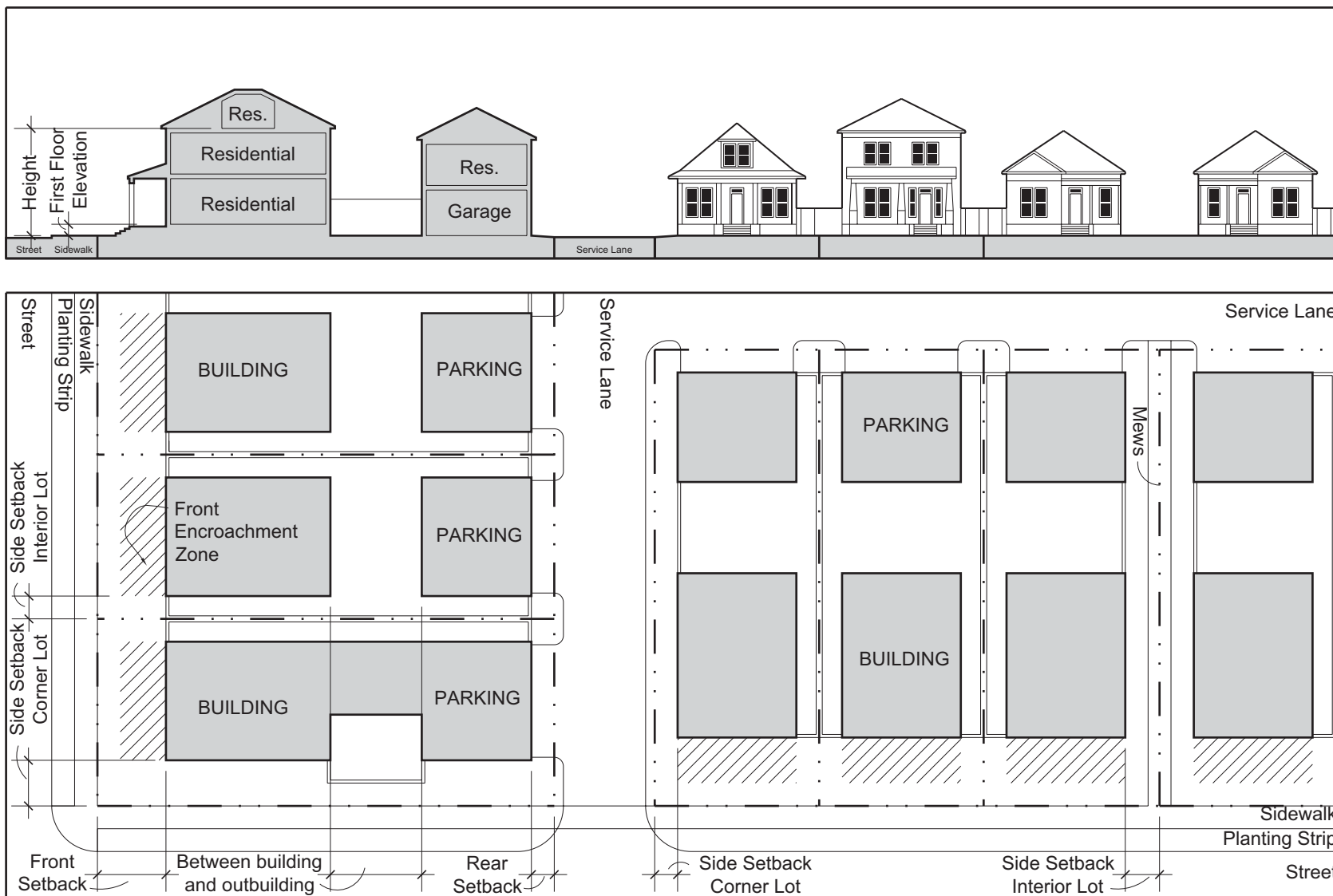


**Figure 9**  
**Courtyard Flat**  
**Buildings**





**Figure 10**  
**Townhouse**  
**Buildings**



**Figure 11**  
**Cottage**  
**Buildings**



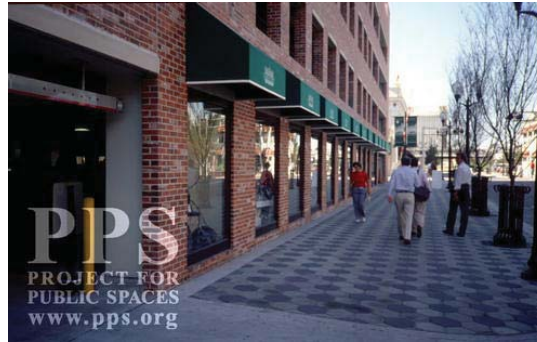




**Figure 12**  
**House**  
**Buildings**

Historically, access to private lots in the area was accomplished through narrow front driveways or rear service lanes. Parking was often located to the rear of the lot or to the side of the building and recessed behind the front façade. This placement ensured that parking did not dominate the streetscape of the mostly single-family neighborhood.

Recent higher intensity development has unavoidably required more parking, yet its placement and visibility has contributed to unattractive gaps in the streetscape. In addition to visual discontinuity, frequent front driveways accessing parking lots interrupt sidewalks and disrupt the pedestrian network.



Parking facilities, although essential in today's market, can be integrated into the urban fabric in ways that do not detract from the public realm. Utilizing the ground floor for retail and office space helps diminish the otherwise harsh facades of larger parking structures.

## Parking and Access

## Goal 1

To fulfill the vehicular parking needs of those who live, work, and shop in a manner that is visually appealing and sensitive to the pedestrian environment.

### Objectives

- 1.1 Encourage shared parking facilities to minimize the amount of parking spaces.
- 1.2 Require parking areas to be separated from buildings to avoid parking areas directly abutting buildings.
- 1.3 Require cross access between parking areas to minimize street curb cuts and adjacent driveways.
- 1.4 Require parking structures to be located below or behind buildings and landscaped to mitigate their visual impact.
- 1.5 Encourage parking structures that are located close to the sidewalk to include retail uses at street level to minimize the visual impact of the structure and engage the pedestrian network.
- 1.6 Require parking structures to be designed to look similar to buildings with other uses.
- 1.7 Limit the width of parking access to minimize the interruption to the sidewalk network.
- 1.8 Improve the service lane network throughout the neighborhood through paving and appropriate lighting.

### Standards

Refer to regulatory standards for parking and access standards.

Current landscaping is all but limited to private lots and occasional street trees. Existing overhead utilities limit the opportunity for a consistent tree canopy or other unified streetscape treatment. The area's open spaces are well maintained; however, they lack additional amenities to their primary function of active and passive recreation. Street lighting is scaled to vehicles rather than both pedestrians and vehicles.

Other streetscape elements necessary in an urban area, such as waste receptacles, bike and media racks, benches, and transit shelters are scattered or non-existent. Building elements such as transformers, utility meters, and heating and cooling equipment are not adequately screened from public view. Parking lots that face public streets are ill-defined and parking spaces are visible from the street. The area lacks a functional and visible continuity in its landscape, streetscape, and screening treatment.



Urban amenities include benches in sidewalks and other public spaces, trash receptacles, media/newspaper racks, pedestrian-scaled lighting, and bike racks. They are critical to the viability and success of the whole neighborhood.



## Landscape, Streetscape, and Screening



## Goal 1

To soften the visual impact of development and provide a greater level of comfort to pedestrians.

### Objectives

- 1.1 Restore lighting to the concrete pillars at the edge of the neighborhood near Outback Steakhouse
- 1.2 Provide new landscaping including street trees where possible to provide shade and visual relief.
- 1.3 Require new development to be sensitive to existing mature trees.
- 1.4 Screen from public view utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way (excluding service lanes).
- 1.5 Provide street furniture, such as benches and waste receptacles, at regular intervals along the sidewalk within the neighborhood center at the intersection of 31<sup>st</sup> Avenue North and Long Boulevard.
- 1.6 Combine media racks at specific locations to avoid clutter along the pedestrian network.
- 1.7 Provide bicycle racks within the area identified as the neighborhood center so that bicyclists may park their bicycles without obstructing the pedestrian network.
- 1.8 Utilize landscaping to identify key entry points or “gateways” to the neighborhood, such as Acklen Park Drive at West End Avenue.

- 1.9 Encourage landscaping of front yards to provide visual relief from existing and new development.
- 1.10 Require screening of surface parking lots where they face a public right-of-way to minimize the visual impact of parked vehicles.
- 1.11 Require new street and parking lot lighting to be pedestrian scaled and designed to minimize light pollution.

### Standards

Refer to regulatory standards for landscape, streetscape, and screening standards for private property. The Metropolitan Government of Nashville and Davidson County shall approve changes in the public right-of-way.



Adding beauty to the streetscape goes beyond lighting and benches - landscaping along building edges further soften the impact of hard materials and help cool the immediate area. Low walls and plantings are also useful in screening undeveloped areas or parking lots.



## Landscape, Streetscape, and Screening

The need for signage was somewhat limited by the area's predominantly residential character. The area's need for signage has been historically limited by its predominantly residential character. As commercial development increases in the area, signage may not be sensitive to the pedestrian environment. Wayfinding is equally important. The area's access to Centennial Park is virtually unnoticeable to area visitors. As the character of the area changes, additional sign regulations are required to ensure that new signage is not obtrusive within the streetscape, yet is functional to guide users of the area.

## Goal 1

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

## Objectives

- 1.1 Design and place signage so that it is pedestrian-oriented.
- 1.2 Place signage so that it does not obscure or conceal key architectural features.
- 1.3 Align signs with other signs within the block to maintain a consistent pattern of horizontal and vertical features.
- 1.4 Illuminate signage so as to prevent glare and minimize light pollution on adjacent properties.
- 1.5 Fabricate signs that are made of durable materials that are easy to maintain.

## Standards

Refer to regulatory standards for signage standards.

## Signage



Signage that is simple and effective goes a long way in defining how the neighborhood wants to be perceived by visitors and residents alike. Signs need not be large or ornate; the pedestrian orientation of the area will ensure appropriate visibility.





Due to the variety of physical conditions within and adjoining the 31<sup>st</sup> Avenue/Long Boulevard UDO, the area has been divided into eight sub-districts. Where appropriate, specific design standards have been developed for each sub-district by building type.

### Permitted Building Types

#### Core Sub-districts

CO-1, CO-2      Commercial/Mixed-Use,  
Live/Work, Flats, Courtyard  
Flats, Townhouses, Cottages,  
Houses

#### Center Sub-districts

CE-1, CE-2      Commercial/Mixed-Use,  
Live/Work, Flats, Courtyard  
Flats, Townhouses, Cottages,  
Houses

#### General Sub-districts

G-1, G-2, G-3      Flats, Courtyard Flats,  
Townhouses, Cottages,  
Houses

G-4                  Townhouses, Cottages,  
Houses

**Figure 13 - Regulating Plan**

#### Legend

- CO-1 Core
- CO-2 Core
- CE-1 Center
- CE-2 Center
- G-1 General
- G-2 General
- G-3 General
- G-4 General



## Appendix A - Regulating Plan

## General

For residential uses, these design standards apply to new construction and additions that increase the number of dwelling units. For non-residential uses, these design standards apply to new constructions and additions with a gross floor area that exceeds the gross floor area of the original structure. Applicants are encouraged to work with Planning staff early in the design and development process. Applicants shall submit a final UDO application for review and approval prior to the issuance of building permits. Applications shall include site plans, landscape plans and building elevations. All improvements affecting the exterior appearance of property and requiring building permits must be approved by a Design Review Committee designated by the Metropolitan Planning Commission.

All sites are subject to Stormwater review regardless of the size of the property or the disturbance area.

Where obvious physical constraints exist on a site within the UDO, 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 urban design overlay.

TABLE OF BULK STANDARDS BY BUILDING TYPE

BULK STANDARD/PARKING STANDARD	COMMERCIAL/MIXED-USE BUILDING TYPE	LIVE/WORK BUILDING TYPE	STACKED FLATS BUILDING TYPE <sup>e</sup>	COURTYARD FLATS BUILDING TYPE <sup>e</sup>
<b>Front Yard Set Back from Front Property Line <sup>f</sup></b>	Where buildings directly front the public right of way, 100% of the front facade must be within 5 ft. of the front property line; Exceptions may be made for recesses up to 15 ft. to accommodate outdoor seating or dining areas.	Where buildings directly front the public right of way, 80% of the front facade must be built to 10 ft. from the front property line; where buildings front common areas (e.g. sidewalks, parking, open spaces) 80% of the front facade must be built between 5 ft. and 10 ft. from the back of the proposed sidewalk <sup>a</sup>	Where buildings directly front the public right of way, 80% of the front facade must be built to 15 ft. from the front property line in subdistricts CO,CE and G-1 and to 20 ft. from the front property line in subdistricts G-2 and G-3; where buildings front common areas (e.g. sidewalks, parking, open spaces) 80% of the front facade must be built between 5 ft. and 10 ft. from the back of the proposed sidewalk. <sup>b</sup>	Where buildings directly front the public right of way, 80% of the front facade (except the portion that fronts the courtyard) must be built to 15 ft. from the front property line in subdistricts CO, CE, and G-1 and to 20 ft. from the front property line in subdistricts G-2 and G-3; where buildings front common areas (e.g. sidewalks, parking, open spaces) 80% of the front facade (except the portion that fronts the courtyard) must be built between 5 ft. and 10 ft. from the back of the proposed sidewalk. <sup>b</sup>
<b>Side Yard Setback</b>	Building wall must extend across 100% of lot at the front setback line. Exceptions may be made on interior lots for pedestrian passages or one single or double loaded parking bay. Minimum setback for interior side of corner lots is 0 ft.; street side is 5 ft. with no parking bays permitted on street side.	Interior Lots: 0 ft. except end units 5 ft. min. Corner Lots: interior side 0 ft.; street side 5 ft. min.	5 ft. min. in CO and CE; 10 ft. min. in G, except side adjacent to a service lane may be 5 ft. min.	
<b>Minimum Rear Yard Setback<sup>h</sup></b>	5 ft.	5 ft. min.; if garage doors open to service lane, setback shall be 5 ft. or 15 ft. and greater	5 ft. min. in CO and CE; 20 ft. min in G	

\*See Page 35 for footnotes

## Standards - Appendix A



Maximum Building Height <sup>c</sup> (Sub-districts CO,CE,G)	COMMERCIAL/MIXED-USE BUILDING TYPE	LIVE/WORK BUILDING TYPE	STACKED FLATS BUILDING TYPE	COURTYARD FLATS BUILDING TYPE
CO-1	90 ft.	50 ft.	90 ft.	
CO-2	50 ft. + additional 25 ft if. set back 10 ft. from front wall		50 ft. + additional 25 ft if. set back 10 ft. from front wall	
CE-1	50 ft. + additional 25 ft. if set back 10 ft from front wall		50 ft. + additional 25 ft if. set back 10 ft. from front wall	
CE-2	50 ft.		50 ft.	
G-1	Not applicable		4 stories and a maximum of 50 ft.	
G-2			3 stories and a maximum of 40 ft.	
G-3			3 stories	
G-4				
Minimum Building Height	30 ft. except in G-3, which shall have no minimum requirement			
Minimum Raised Foundation	No Requirement		1.5 ft. above highest point along front property line	
Maximum Raised Foundation	Not applicable	Not applicable	5 ft.	5 ft.
Minimum First Floor Height	14 ft.	12 ft.	Not applicable	
Parking Access	Service lane, side street, front	Service lane, side street		
Parking Location on Lot <sup>i</sup>	Behind, beneath or beside building (see side yard setback standard)	Behind or beneath building		

\*See Page 35 for footnotes

## Building Standards

### Floor Area Ratio Exemptions:

**Sub-district CE:** Residential floor space shall be excluded from floor area used in the calculation of floor area ratio.

**All sub-districts:** Parking structures used to accommodate required parking shall be excluded from floor space used in the calculation of floor area ratio.

### 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.

## Base Zoning Standards

Refer to the base zoning district for any items not addressed by the Table of Bulk Standards.

TABLE OF BULK STANDARDS (CONTINUED)

BULK STANDARD/PARKING STANDARD	TOWNHOUSE BUILDING TYPE	COTTAGE BUILDING TYPE <sup>g</sup>	HOUSE BUILDING TYPE	CIVIC/INSTITUTIONAL BUILDING TYPE
Minimum Lot Size	Minimum width at front setback: 20 ft. Minimum depth: 80 ft.	Minimum width at front setback: 36 ft. Minimum depth: 100 ft.	Minimum width at front setback: 48 ft. Minimum depth: 100 ft.	Set by Design Review
Front Yard Setback (Subdistricts CO, CE, G)				
CO, CE, G-1	100% of façade built to 15 ft. from front property line <sup>b</sup>	50% of façade built to 15 ft. from front property line <sup>d</sup>		
G-2, G-3	100% of façade built to 20 ft. from front property line <sup>b</sup>	50% of façade built to 20 ft. from front property line <sup>d</sup>		
G-4	100% of façade built to 35 ft. from front property line <sup>b</sup>	50% of façade built to 35 ft. from front property line <sup>d</sup>		
Minimum Side Yard Setback	End units 5 ft.	Interior lot: 5 ft.; Corner lot: 5 ft. on interior side and 10 ft. on street side; garage: 0 ft. along interior side		
Minimum Rear Yard Setback <sup>h</sup>	5 ft.; if garage doors open to service alley, setback shall be 5 ft. or 15 ft. and greater			
Maximum Height <sup>c</sup> (Subdistricts CO,CE,G)				
CO, CE, G-1, G-2	4 stories with a maximum of 50 ft.	3 stories		
G-3	3 stories with a maximum of 40 ft.			
G-4	3 stories			
Minimum Raised Foundation	1.5 ft. above highest point along front property line			
Maximum Raised Foundation	5 ft.	5 ft.	5 ft.	Not applicable
Parking Access	Service alley, side street		Service alley, side street, front	Set by Design Review
Parking Location on Lot <sup>i</sup>	Beneath or behind building	Beneath or behind building	Beneath, behind or beside building; if beside, 12 ft. max. width driveway with side by side driveways on adjoining lots prohibited; if garage, recess from front façade of residence building 10 ft. min.	

\*See Page 35 for footnotes

## Standards - Appendix A

TABLE OF BULK STANDARDS (CONTINUED)

Footnotes

<sup>a</sup>PERMITTED ENCROACHMENTS: Balconies, porches, stoops and other architectural protrusions may encroach to within 5 ft. of the front property line but all such encroachments combined shall not exceed 60% of the façade width. Steps may encroach to within 0 ft. of the front property line.

<sup>b</sup>PERMITTED ENCROACHMENTS: Balconies, porches, stoops and other architectural features may encroach to within 10 ft. of the front property line but all such encroachments combined shall not exceed 60% of the façade width. Steps may encroach to within 0 ft. of the front property line.

<sup>c</sup>BUILDING HEIGHT CALCULATION: Height shall be measured to the top of the parapet or bottom of the eave as applicable and shall be measured from the average elevation of the front setback. Non-occupiable building elements, such as towers, may exceed the building height by 20%. Where site slope conditions prevent the reasonable application of building height standards, exceptions may be made as long as the design intent of the building height standard is met.

<sup>d</sup>PERMITTED ENCROACHMENTS: Balconies, porches, stoops and other architectural features may encroach to within 25 ft. of the front property line. Steps may encroach to within 0 ft. of the front property line.

<sup>e</sup>FLAT AND COURTYARD FLAT DESIGN: Flats and courtyard flats are permitted in sub-district G-4 provided that they are designed so that their appearance from the fronting street is that of a single-family house type.

<sup>f</sup>FRONT SETBACK ON CORNER LOT: For construction on corner lots, new construction or additions that change the original orientation of the front yard shall meet the front yard setbacks for both streets.

<sup>g</sup>COTTAGE AND TOWNHOUSE COURT BUILDING TYPES: Individual Cottage and Townhouse building types on a single lot or multiple lots may be grouped around a central open space, provided that buildings on the street front the street and buildings in the interior of the lot front the central open space. The following standards shall also apply:

1. Buildings shall abut both sides of the central open space.
2. 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.
3. The width of the central open space, measured between buildings, shall be no less than the height of the buildings, measured to the bottom of the eave or top of parapet.
4. For buildings that front the central open space there shall be a minimum distance of 10 ft. between the back of the building and the side property line abutting a neighboring lot.
5. The maximum number of dwelling units shall be established by the maximum density of the underlying base zoning district.

<sup>h</sup>ALLEY IMPROVEMENTS FOR REAR LOADED BUILDING TYPES: Developers shall be required to dedicate and improve to Metro standards existing alleys along

<sup>i</sup>PARKING LOCATION ON LOT: All parking structures, below grade or above grade, shall stay within the front yard, side yard and rear yard setbacks

## Architectural Treatment Standards

**General:** Proposed development required to meet these design standards shall be compatible with and complementary to the architecture of historic buildings in the area without being facsimiles of older buildings.

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

**Length:** No awning shall exceed 25 feet in length.

**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.

**Shape:** Awnings shall reflect the shape and character of window openings.

**Open and Closed Side Facades:** On lots with a width of less than 50 feet, cottages shall be designed with an open side façade and a closed side façade to encourage the provision of individual lot privacy. Closed side facades shall be limited in the size, location, and quantity of windows and shall face the Open side façade of the building on the adjacent lot. Open side facades should include more fenestration and are encouraged to open onto private outdoor courtyards. On corner lots, a closed side façade shall not face a street.

**Windows:** Windows, with the exception of transoms, shall be square or vertically proportioned and rectangular in shape with vertically proportioned or square sashes and

panes. Windows should not be flush mounted to the exterior of the façade.

**Muntins,** if installed, shall be true-divided lites or simulated divided lites on both sides of the window. Snap-in type muntins are prohibited.

**Shutters,** if installed, shall be sized and shaped to match the their openings.

**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 14 feet from grade in sub-district CO and 12 feet from grade in sub-district CE.

**Corner Lot Glazing:** On corner lots, 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.

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

**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.

**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.

### **Building Presentation at Corner Lots:**

Buildings located at the intersection of two streets shall address both streets with architectural and massing elements, including porches, windows, bay windows, and other facade projections or features. For the purpose of this provision, a service lane is not a street.

### **Building Presentation to Street Frontage:**

Building facades shall be built parallel to the street frontage. If the street frontage is not straight, facades shall be built tangent to the street frontage.

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

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

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

**Building Facades:** All building facades, including those facing a public way and those not facing a public way, shall be required to meet the Architectural Treatment Standards and are subject to review

## Standards - Appendix A



**Parking Structure Facades:** Parking structure facades that face public streets, except service lanes, shall be designed so as to look similar to buildings having other types of uses.

**Primary Pedestrian Entrance:** Buildings shall be placed so that at least one primary pedestrian entrance is oriented to the street or civic open space. If the building is located on a corner, the entrance shall be at the corner or on the primary street.

## Parking Standards

**Number of Parking Spaces:** The parking standards for the underlying zoning districts shall be used in this UDO except that residential units located within mixed use buildings shall be exempt from required parking.

**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.

**Screening and Buffering:** Parking spaces shall be screened from all public ways except service lanes.

**Parking Lot Location:** Parking lots shall not abut a building with the exception of parking that extends beneath a building. Parking lots shall be separated from structures 5 ft. minimum.

## Landscape, Streetscape, and Screening

**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 six feet wide.

**Buffering Waiver:** The landscape buffering and screening standards of Article IV of the zoning code shall be waived along internal base zone district boundaries within the UDO.

**Containers and Loading Docks:** All solid waste, recycling, and yard trash containers (except litter containers), grease containers, and loading docks shall be located in parking areas, or at the side, or rear of a building, furthest from the public sidewalk. They shall also be screened to minimize sound and visibility from residences, and to preclude visibility from abutting sidewalks or streets, excluding service lanes.

TABLE OF SIGN STANDARDS FOR SUBDISTRICTS CO AND CE

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 <sup>a</sup>	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	8 feet <sup>a</sup>	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	50 square feet or 5 percent of the building façade wall facing the same public street, whichever is less

<sup>a</sup>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.

**Equipment Visibility:** All outdoor equipment, such as heating, cooling, and ventilation systems, utility meters and panels, shall be placed on the roof, in the rear or side of the building, or otherwise visually screened from the street. In no case shall mechanical equipment be allowed along street frontage(s). Mechanical equipment on the roof shall be screened from abutting streets with parapets or other types of visual screening.

## Sign Standards

**Limitations on Lighting:** Signs shall be spotlighted, externally lit, or back lit with a diffused lighting 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.

**Placement of Signs:** Signs shall be placed so as not to obscure key architectural features or door or window openings.

# Appendix A - Standards

## Neighborhood in Transition

The area known as West End Park was established in the 1890's by the West End Land Co. The development featured gently curving streets, large single-family estates, and stately apartment buildings. The development's perimeter was fenced and four entrance gates provided access to the neighborhood. One of the great stone entrances, off West End Avenue at Acklen Park Drive, remains today as one of the few remnants of the once exclusive subdivision. A trolley car line, which was never built, was envisioned to pass through the heart of the neighborhood connecting it to other neighborhoods and downtown. A large park, which remains today, stretched along West End and served as a foreground to the buildings that fronted the open space. The grand neighborhood was once advertised as the "garden spot of this Queen city of the South" but it fell into decline in the early 1970's and much of its original grandeur has been replaced with a haphazard character of old houses and new apartments, condominiums, and offices.

In the early 1970's, the area was rezoned to allow more than twenty units per acre. This event in addition to the area's proximity to Vanderbilt and the busy West End corridor contributed to the transformation of its character. Many large, single-family houses were converted to multiple dwellings and, subsequently, rented to students. Other houses were demolished and replaced by condominium complexes. By the mid 1980's, the Interstate 440 project was well underway and its wide path cut through the neighbor-

hood permanently changing its boundaries and furthering its character transformation through the demolition of more houses and the termination of connecting streets. A similar transformation has occurred east of 31<sup>st</sup> Avenue North to Centennial Park as single-family houses have been converted to offices or replaced with office buildings and, most recently, high-end residential lofts. In the 1990's, new zoning for multi-family dwellings in urban neighborhoods allowed buildings to be placed much closer to the street than the existing buildings in West End Park. The result of nearly three decades of development was a neighborhood that had lost its physical identity. Incompatible building placement and façade articulation has led to a jumbled streetscape that lacks consistency.

Recent development pressure in the area along 31<sup>st</sup> Avenue North prompted the Planning Commission to request that Planning Commission staff study the area prior to hearing future proposals. Staff recommended using the charrette process to



develop concepts for the area. The charrette process was a public participatory process by which the plan for future development of the area was created with the assistance of those directly affected by its outcome, primarily owners, residents, and members of the development community. This process was designed to identify the issues affecting an area, consolidate the issues into conceptual solutions, and validate the concepts through public input. The end result would hopefully be a plan that represents the interests of all who are affected by its implementation.

## The Charrette

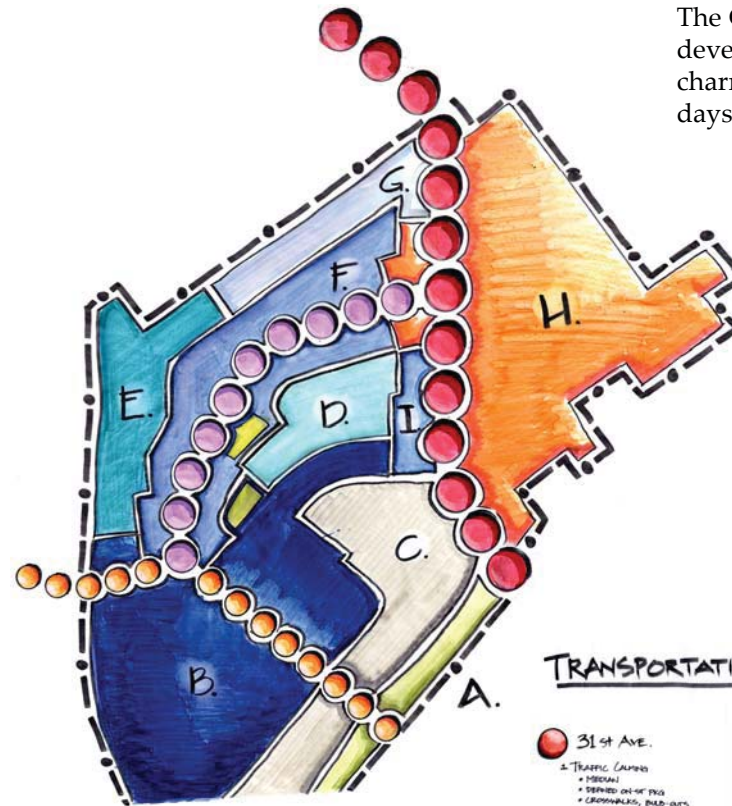
On February 17<sup>th</sup>, 2003, a pre-charrette meeting was held to explain the charrette process and identify the boundary for notification about the upcoming events. The meeting was well attended by neighborhood leaders, the district councilmember, and members of the development community. Staff set up a remote studio for the charrette at the Parks Board room near the heart of the neighborhood. The charrette was kicked off on February 25<sup>th</sup>, with a visioning session attended by approximately 35 participants. Charrette participants were divided into five groups and Planning staff served as facilitators to each group. Each group sat at tables with a map and a set of questions. They identified the boundaries of the study area and discussed issues surrounding development, traffic, and open space in the area. Each group presented its findings at the conclusion of the evening and the meeting was adjourned.

## Process - Appendix B



The following day, Planning staff consolidated the issues maps into a single map that became a preliminary concept plan for the area. The most critical issues raised centered on transportation and development character. Transportation issues ranged from high-speed, cut-through traffic on Acklen Park Drive and Long Boulevard, to the function of the 31<sup>st</sup> Avenue North and Long Boulevard intersection, to the congestion of traffic, parking, and delivery vehicles at peak times on Acklen Park Drive, to ease of pedestrian and bicycle circulation. Development character issues ranged from the placement and architecture of new multi-family buildings to the screening and landscaping of surface parking lots and building equipment and utilities. As staff consolidated the issues, design concepts were established to begin addressing the issues. Staff presented the consolidated issues map and preliminary design concepts in a second public meeting on the evening of the second day of the charrette.

Planning staff spent the final day of the charrette preparing concepts illustrating appropriate development character as well as proposed street sections for 31<sup>st</sup> Avenue



The Concept Plan (at left) was developed on the final day of the charrette. It consolidated the three days' worth of input, discussion, and design study into several development character areas. The accompanying legend (below) highlights important goals for transportation improvements and physical development in the area.

North, Long Boulevard, and Acklen Park Drive. Concepts for appropriate development character focused on the placement and articulation of buildings and the placement and screening of associated parking and building systems in an effort to create a more consistent streetscape that is compatible with its surroundings. The neighborhood was divided into several sub-areas with distinct differences in development character based on location, street width, and existing development patterns. Develop-

## TRANSPORTATION

### 31<sup>st</sup> AVE.

1. TRAFFIC CALMING
  - MEDIAN
  - TURNED ON-UP PUG
  - CROWNED, BUILT-OUT
  - BONE TREATMENTS (CONCRETE, THRESHOLD)
2. EXTEND TO CHARLOTTE AVE.
3. BICYCLE NETWORK
  - CROWNED CENTRAL TO UNDERSTREET & UNDER PUG

### LONG BLVD.

1. TRAFFIC CALMING
  - MEDIAN
  - TURNED ON-UP PUG
  - CROWNED
  - STREET TREES
2. BICYCLE NETWORK
  - BONE LINES - LINE CENTRAL TO TO PULASKI ONLY CORSE, BOUND ON A WAY

### ACKLEN PARK DR.

1. STRENGTH, CONSISTENCY
2. LIGHT ON-UP PUG
3. DELINEATE LINES
4. DRIVING
5. ON-UP PUG

## DEVELOPMENT

## CHARACTER

### A

PRESERVE LAND/ GREEN SPACE. ADJUST AT TRAFFIC ENTRANCE.

### B

INTENSE MIX OF RESIDENTIAL. MULTI-SECTOR. LARGER LOT DEVELOPMENTS.

### C

OFFICE, CONCENTRATION TO REPAIR.

### D

MAINTAIN CONSISTENT PATTERN & CHARACTER. MIX OF LOWER-INTENSITY RESIDENTIAL TYPES - WOULD NOT DETRACT FROM SURROUNDING.

### E

MODERATE-INTENSITY RESIDENTIAL MIX - OPEN THOUGH REMAINS RELATIONSHIP TO 440.

### F

MIX OF RESIDENTIAL. BLDGS THAT FRAME. WIDE, BUSY RES. STREET. MODERATE-INTENSITY.

### G

MODERATE-INTENSITY RES MIX. DEVELOPMENTS TAKE ADVANTAGE OF VIEWS - BALCONIES, TERRACES, ORCHARD. TURN-UNDER PUG.

### H

INTENSE VERTICALLY MIXED-USE. STREET-LEVEL ACTIVE USES. UPPER FLOOR OFFICE/RES. TALLER STRUCTURES. HIGH PEDESTRIAN ACTIVITY.

### I

INTENSE RESIDENTIAL. REFLECT CHARACTER ON E SIDE.

## Appendix B - Process



ment scenarios for multi-family and mixed-use buildings illustrated future development possibilities in the area. Some of the concepts for transportation elements included designs intended to calm traffic, provide better pedestrian and bicycle circulation, and beautify the area, such as a planted median and permanent on-street parking on Long Boulevard, the addition of bicycle lanes and wider sidewalks on 31<sup>st</sup> Avenue North, and the reconfiguration of on-street parking near the intersection of Acklen Park Drive and Park Drive. All proposals were presented that evening at the final charrette presentation and the community encouraged staff to proceed with refinement of the concepts into a plan for the area.

### Follow-up

After the charrette, Planning staff performed an audit of the area to determine the types of buildings and approximate the number of dwellings in the area. This information was included with the work produced in the charrette and sent to an economic consultant to determine the viability of the design concepts for the area. The economic consultant suggested that the area was well underutilized for its location to Vanderbilt, Centennial Park, West End Avenue, and nearby hospitals and offices. These findings were combined with public input from the final charrette meeting to develop three alternative plans that were presented to the community on March 31<sup>st</sup>.

The first alternative proposed that planning for the area be postponed until major infrastructure work could be completed,

such as the separation of sanitary and storm sewers. This would allow the area to achieve its true development potential as recommended by the economic consultant; however, there was no timeframe for such improvements. The final two alternatives provided opportunities to incorporate design standards for new development, while allowing for an increase in density to offset the cost of design standards. This compromise was identified early in the charrette process when issues regarding the character of development were raised. One alternative proposed that planning for the area be focused on 31<sup>st</sup> Avenue North in the hope that improved development along the corridor would positively impact property to the east and west. The other alternative proposed design standards for the entire area along with some increase in density. By the end of the meeting, it was determined that Planning staff would develop the alternative that affected the entire area. The implementation of the plan would depend on rezoning and an urban design overlay for development on private property. Implementation of improvements in the public right-of-way would depend on their inclusion in future capital improvement budgets or alternative methods of funding such improvements.

On October 9<sup>th</sup>, Planning staff presented the draft Urban Design Overlay concept plan

and associated design standards for the area. No consensus approval of the plan was reached at the meeting and more time was requested by the community to review the plan and make suggestions. Planning staff made available a zoning comparison study that illustrated what was allowed under current zoning versus what was proposed under the rezoning and application of an Urban Design Overlay. The neighborhood association in the area met privately to discuss the plan and propose changes. These suggested changes were presented to the district councilmember and Planning staff in early December. A meeting with Neighborhood Association board members was held thereafter to discuss the proposed changes. Final revisions, as a result of public input and internal review, were incorporated into this document and preparations were made for the approval process to begin.

