



# **Harding Town Center Urban Design Overlay**

**prepared by  
Metropolitan Nashville Planning Department  
attachment to ordinance no. BL2005-550  
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## **harding town center overview**

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## Introduction

The Harding Town Center Urban Design Overlay is the culmination of a public participatory planning process for the area surrounding the intersection of two state routes, White Bridge Road and Harding Road. This document and the accompanying Harding Town Center Transportation Study represent the community's unified vision for the redevelopment of an aging, auto-oriented community center into a pedestrian-friendly, mixed-use village center in West Nashville. This vision will be realized through strategies that evolved during a series of public meetings, known as a charrette, where issues were raised and design concepts were presented for input and discussion.

## What is an Urban Design Overlay?

The Urban Design Overlay District (UDO), is a zoning tool that allows for a specifically designated area to have unique physical design standards in order to either protect the design character already established or create a design character that would otherwise not be ensured by the standard provisions of the zoning regulations.

**A UDO does not** determine the use of the property. The use is governed by the underlying zoning.

**A UDO enables** the choice of an underlying zoning district to be made for its desirable land uses while ensuring development intensity that is appropriate and compatible with the surrounding area.

**A UDO allows** variation of the design standards of the underlying zoning district as they relate to building placement, size, and height; parking and loading; landscaping and buffering; and signage.

**A UDO enables** a contiguous group of separately owned properties to develop (or redevelop) with coordinated and compatible design features in a manner that is similar to property under a single ownership.

**A UDO requires** the establishment of design goals and objectives for the area to which the district will be applied. A design plan and design standards are then tailored to carry out those goals and objectives.

**A UDO enables** complete flexibility in the number and location of parking spaces to serve the overlay district.

**A UDO enables** the design and arrangement of buildings, parking areas, and landscaping that encourages pedestrian linkages between business establishments. The ability to park once and visit several businesses creates marketing advantages for the area and improves the customer's experience.

## How to Use this Document

This document is devoted to establishing the goals and objectives, design standards, and, in some instances, desired design standards for each important subject area comprising the design plan for future development and redevelopment in the Harding Town Center UDO.

The **design plan** is the guiding plan for the implementation of the vision. A development scenario for a portion of the design plan illustrates the design intent of the UDO. The scenario is simply a concept of how development according to the design standards may occur.

The goals and objectives are the basis for the design plan and design standards, and they are divided into **systems strategies** (vehicular, bicycle and pedestrian, transit, parking, landscaping and buffering, and signage systems) and **land use strategies** (buildings and lots, and parks and open space). 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 rights-of-way and stormwater detention and conveyance. The incorporation of these standards into any final development construction

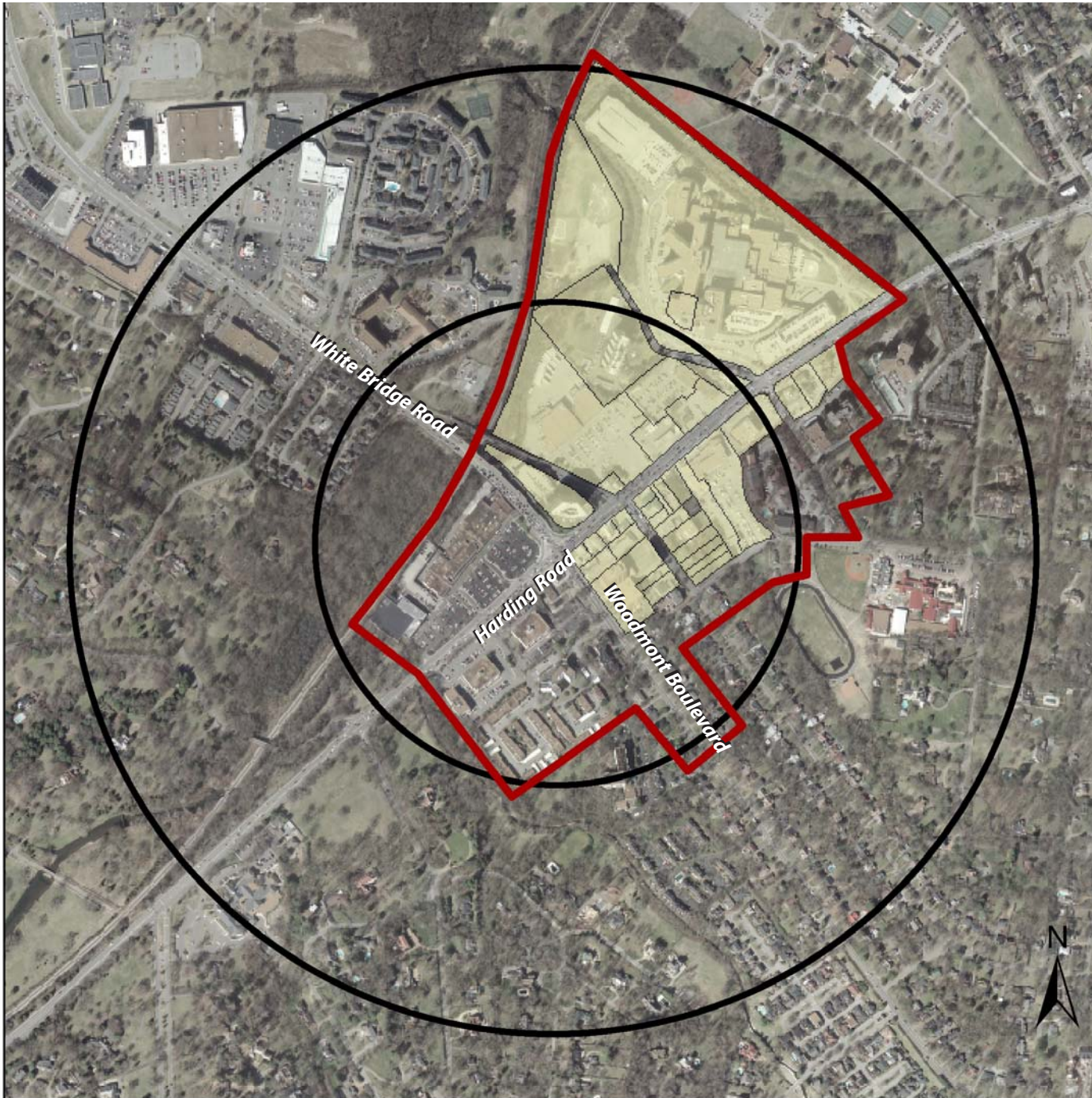
plans will depend on Metropolitan Government review for consistency with policies, laws, and related standards of various departments.

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 UDO will be reviewed for adherence to these standards.

The **appendix** is dedicated to the methods by which the UDO was developed. It includes an overview of the study area inventory and analysis, a brief description of the charrette process, and a list of participants.



## 5 location and site description



Harding Town Center is located near the intersection White Bridge Road and Harding Road in south-west Davidson County. The UDO study area (indicated with the red line on the aerial photograph at left) consists of a mix of suburban strip commercial, office buildings, a hospital, and high-density residential development.

The study area is bounded by Richland Creek on the north, the Dominican Campus on the east, Sugartree Creek on the west, and Ensworth School and various adjacent properties on the south.

The properties affected by this UDO are highlighted on the aerial photograph at left.



## Vision Statement

To enjoy the benefits of a convenient, walkable mixed-use “village,” while minimizing the negative impacts of vehicular traffic congestion in the area.

## Design Plan

Due to the variety of physical conditions within and adjoining the Harding Town Center UDO, the area has been divided into two sub-districts based on the desired development character. Where appropriate, specific design standards have been developed for each sub-district based on the goals and objectives established in the systems and land use strategies.

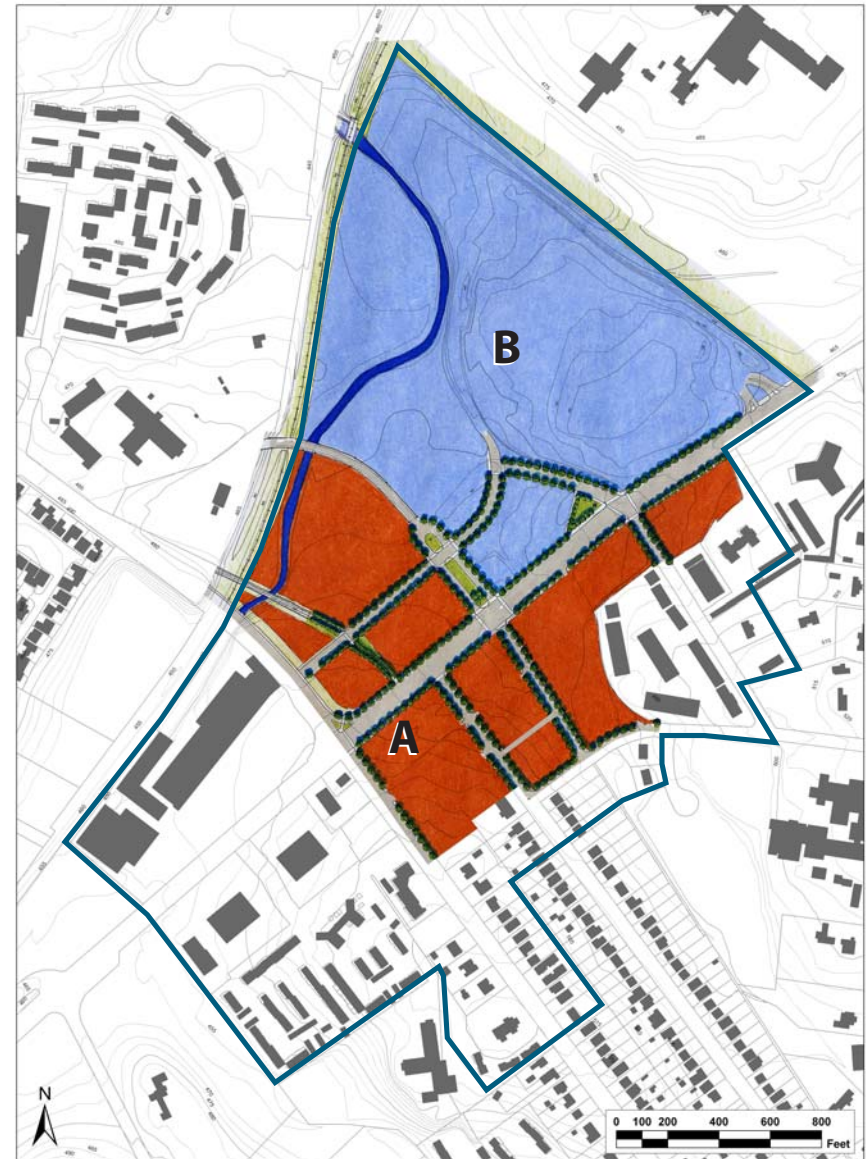
### A—Village Center Sub-district

This sub-district is the heart of Harding Town Center with a proposed mix of uses and a “Main Street” character. Comprising the majority of property in the UDO, the Village Center sub-district is the commercial core and straddles the main artery through the area, Harding Road. This area is limited in scale to six stories in order to encourage development to line streets rather than leaving voids between taller structures. This development pattern takes advantage of its highly visible location and enhances the pedestrian experience.

### B—Hospital Sub-district

This sub-district ensures that hospital expansion and redevelopment is consistent with the character of the village center. Retail uses will be scarce or scattered in this

area; however, development is still envisioned to front streets. Because of topographic conditions and the existing hospital complex, new development in this area may be taller than the Village Center sub-district as long as it steps inward toward the middle of the site. This development pattern will avoid canyon-like streets and create a street level character consistent with the Village Center.





## 7 illustrative development scenario



This drawing illustrates a concept for how development might occur for a portion of the Village Center sub-district. It should be utilized as a guide for appropriate building placement, parking arrangement, and street design throughout the UDO. Refer to Design Plan graphic on page 6 for locational reference.

The following is a guide to phasing the implementation of transportation strategies as significant development or redevelopment occurs within the study area and UDO boundary. The details of implementation and the extent of public and private involvement will be further refined once the Harding Town Center UDO and Transportation Plan have been adopted and discussions between local, state, and federal agencies and the developing or redeveloping properties have begun.

## General

Development shall be in accordance with the standards and provisions of the Urban Design Overlay. Such development may precede, follow, or develop concurrently with the projected transportation improvements contained in this plan so long as the configuration of proposed development does not preclude the implementation of transportation recommendations outlined in this plan.

## Northeast Quadrant of the Study Area

In addition to normal site-related improvements, properties within the Village Center sub-district that develop or redevelop in accordance with the criteria and design guidelines of the UDO shall be expected to dedicate or reserve the right-of-way to implement the transportation recommendations of

this plan. Development that produces significant additional trips above the traffic levels projected in this plan may also be required to assist in the design, funding, or construction of one or more of the following transportation strategies:

- The relocation of the Kenner Avenue traffic signal,
- The connector street from White Bridge Road to the relocated Kenner Avenue traffic signal,
- The relocation of the Greenway trailhead and associated parking,
- The ingress and egress modifications to North Kenner Avenue,
- The improvement of pedestrian crossings along Harding Road

In addition to normal site-related improvements, properties within the Hospital sub-district that develop or redevelop in accordance with the criteria and design guidelines of the UDO shall be expected to dedicate or reserve the right-of-way to implement the transportation recommendations of this plan. Development that produces significant additional trips above the traffic levels projected in this plan may also be required to assist in the design, funding, or construction of one or more of the following transportation strategies:

- The relocation of the Kenner Avenue traffic signal,
- The connector street from White Bridge Road to the relocated Kenner Avenue traffic signal,

- The traffic signal at the intersection of the interparcel connection and the connector street,
- The addition of side street turning lanes at the intersection of Bosley Springs Road and Harding Road
- The improvement of pedestrian crossings of Harding Road

## Southeast Quadrant of the Study Area

In addition to normal site-related improvements, properties within the Village Center sub-district that develop or redevelop in accordance with the criteria and design guidelines of the UDO shall be expected to dedicate or reserve the right-of-way to implement the transportation recommendations of this plan. Development that produces significant additional trips above the traffic levels projected in this plan may also be required to assist in the design, funding, or construction of one or more of the following transportation strategies:

- The relocation of the Kenner Avenue traffic signal,
- The traffic signal at the intersection of the local circulation street and Ridgefield Drive,
- Operational improvements to facilitate intersection operations and safety as determined through examination

- of specific development plans at the intersection of Woodlawn Drive and Ridgefield Drive and Ridgefield Drive and Kenner Avenue,
- The improvement of pedestrian crossings of Harding Road

## Other Strategies

Other strategies will be implemented through means such as local, state, federal, and private partnerships as resources are available.





## harding town center systems strategies

Vehicular Circulation System

Pedestrian and Bicycle Circulation System

Transit System

Parking System

Landscaping/Buffering

Signage

**Note:** Refer to Harding Town Center Transportation Plan for additional information regarding transportation systems strategies.

## vehicular circulation system 10

### Goal 1

To provide acceptable travel times for movement of vehicles through the area by fully utilizing existing arterials and improving capacity of main roadways.

### Short Range Objectives

- Modify signal timing of all signals along Harding Road to meet current traffic demands.
- Conduct study of traffic flow to/from the south via Woodmont Boulevard and Woodlawn Drive (and including other parallel roads as appropriate) between Harding Road and Hillsboro Road/I440 to determine the potential need for operational improvements or capacity expansion for application in Long Range Transportation Planning Process.

### Mid Range Objectives

- Modify signal timing of all signals along Harding Road to meet changing demands as redevelopment occurs.
- Implement far-side bus pull-offs on private property for stops near critical intersections.
- Install northeast quadrant connector with traffic signal at White Bridge Road south of Post Road and at Harding Road at the relocated Kenner Avenue traffic signal.
- Study the benefits of installing a two-lane road from the Connector, generally along the floodway boundary, to Bosley Springs Road

for additional access into the Hospital sub-district.

### Long Range Objectives

- Widen Harding Road from east of Bosley Springs Road to west of Belle Meade Plaza to provide 6 through-lanes with a two-way left turn lane. (see photo, bottom right)

### Goal 2

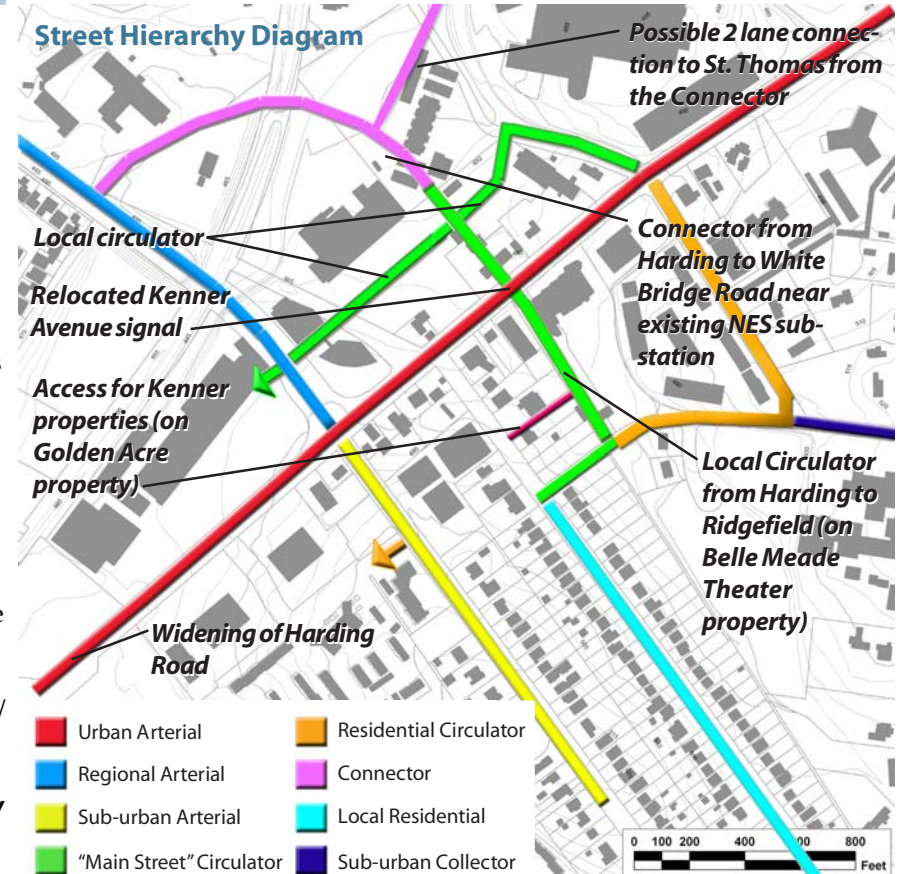
To serve critical intersection movements with minimal queuing and delay by improving critical intersection operations.

### Mid Range Objectives

- Relocate Kenner Avenue signal as depicted on the Design Plan and in the Transportation Plan and provide access to businesses which currently use the existing Kenner Avenue signal via a two lane service/access road. Signal relocation shall be done after completion of the northeast quadrant connector. **Below Left**

### Long Range Objectives

- Provide additional turning lanes at Bosley Springs/Harding Road intersection with addition of lanes on Harding Road.
- Modify intersection geometry at Harding Road at White Bridge Road intersection to provide two northbound through lanes on intersection approach and convert westbound free flow right turn into a channelized right turn. These improvements to be performed in conjunction with implementation of the Northeast Quadrant Connector.





## 11 vehicular circulation system

### Goal 3

Facilitate local connections and circulation without accessing the primary roadway network while discouraging the use of local residential streets for through-traffic movement.

#### Short Range Objectives

- Install local circulation roadway as depicted on the concept plan as properties redevelop (east of White Bridge Road).
- Modify Ridgefield Drive from Woodlawn Road to Kenner Avenue to serve as a portion of the local circulation roadway.
- Consider installation of traffic signal at the intersection of Ridgefield Drive and the new street connection to Harding Road via the relocated Kenner Avenue signal.
- Connect the local circulation roadway from Ridgefield Drive to Harding Road at the relocated Kenner Avenue signal location.
- Install intersection geometric improvements/traffic calming at the intersection of Kenner Avenue and Ridgefield Drive.
- Investigate traffic calming along Post Road to provide a consistent travel speed that is compatible with the residential character of the area and a collector roadway.
- Utilize Kenner Avenue as a pedestrian friendly vehicular access when the Kenner Avenue signal is relocated.
- Conduct further study of proposed traffic calming along Woodlawn Drive to provide a consistent travel speed that is compatible with the

residential character of the area and a collector roadway.

- Limit private curb cuts and driveways along Harding Road as development occurs, and encourage use of the internal street system in order to reduce the number of vehicles turning onto and off of Harding Road within the Village Center.

#### Mid Range Objectives

- Design the intersection of the local circulator roadway with the northeast quadrant connector to limit any peak hour cut-through traffic desiring to use the circulator as a bypass of the Harding/White Bridge Road intersection.
- Incorporate service lanes and frontage roads as appropriate in conjunction with development and truck access needs.
- Consider the continuation of the local circulation roadway as depicted on the concept plan as properties redevelop (west of White Bridge Road).
- To resolve unusual geometric configuration of this intersection, install roundabout at the intersection of Woodlawn and Ridgefield Drive in lieu of a traffic signal or all-way stop
- Install roundabout at the intersections of Woodlawn and Estes and Woodlawn and Bowling in lieu of traffic signals or all-way stops as long as traffic volumes do not exceed 8,000 average daily trips per approach.
- Install textured pavement at intersections along Woodlawn to better identify intersections. Textured pavement shall be designed to accept appropriate pavement markings and vehicle detection loops.



*Traffic calming devices such as traffic circles and mini-roundabouts help lower speeds by diverting traffic at intersections. **Above Left***

*The local circulation roadway provides access between major developments but maintains a quality feel. **Above Right***

*The local circulation roadway connects Ridgefield to Harding and eventually over Richland Creek to White Bridge Road. **Left***





## Goal 1

To maximize pedestrian travel between the Village Center Sub-district and the Hospital Sub-district by implementing local pedestrian paths and connections and providing safe and effective pedestrian crossings.

## Short Range Objectives

- Install crosswalks at all signalized intersections along Harding Road within the village center.
- Enhance pedestrian crossings throughout study area to provide pedestrian signals on all sides of intersection and high visibility crosswalks.
- Install wide sidewalks along Harding Road from St. Thomas Hospital to Sugartree Creek as development occurs.
- Install sidewalks along new street between relocated Kenner Avenue signal and Ridgefield as development occurs.
- Install sidewalks along internal circulation roadway.
- Install sidewalks of the appropriate widths along all other streets intersecting Harding Road within the village center as development occurs.

## Long Range Objectives

- Consider installation of pedestrian bridges across Harding Road in the Village Center area, in conjunction with future development only, where such structures would connect

compatible land uses at the bridge level.

- Implement additional streetscape improvements along Harding Road to create a pedestrian oriented environment in conjunction with additional travel lanes.



*Wide sidewalks, clear crosswalks, and pedestrian bridges in appropriate locations will help make the Harding Town Center a successful environment for pedestrians.*



## 13 pedestrian and bicycle circulation system

### Goal 2

To encourage pedestrian and bicycle trips between adjacent neighborhoods and the village center and hospital district by providing regional greenway and neighborhood pedestrian/bicycle connections and bicycle travel capability throughout the study area.

### Short Range Objectives

- Install sidewalks along Woodlawn Drive from Harding road to Ridgefield Drive.
- Connect neighborhoods south of Harding Road to the village center with sidewalks.
- Implement pedestrian wayfinding along the local circulator.
- Continue planned greenway from the foot of the old bridge to Harding Road and construct a greenway trailhead at the terminus of the greenway trail with shelter, seating, and signage.
- Provide nearby parking in the village center for the proposed greenway trail.
- Implement the Greenways Master Plan by constructing trails along Richland Creek as development occurs.

### Mid Range Objectives

- Install sidewalk along Woodmont Boulevard from

Harding Road to Woodmont Circle.

- Designate the local circulator as a mixed-traffic bike route on signage, bike route mapping, and greenway trailhead information.
- Install sidewalks along Woodlawn to Bowling and along Kenner to Woodmont Circle.

### Long Range Objectives

- Implement pedestrian wayfinding along Harding Road in conjunction with additional travel lanes.



*Wayfinding signage (top left), greenway trails and trailheads (top right and middle left), and sidewalks in nearby residential areas (middle right) will make the area accessible for pedestrians and bicyclists.*



- Implement wide outside lanes for bicycles along Harding Road in conjunction with additional traffic lanes.

### Goal 3

To encourage walking within the village by making sidewalks safe, pleasant, and comfortable for pedestrians.

#### Short, Mid, and Long Range Objectives:

- Create a clear separation between pedestrians and automobiles along all streets within the village by providing street trees and on-street parking as appropriate.
- Construct all sidewalks with appropriate widths to accommodate the pedestrians projected to be generated by proposed uses, as well as those pedestrians who are projected to walk to the village from the surrounding area.
- Install a system of lighting with new development that will provide for safe bicycle and pedestrian movement, and at the same time will help encourage pedestrian activity at night within the village area.
- Provide pedestrian amenities such as street furniture, alternative surface treatments, public art, bicycle and media racks, and attractive planters along sidewalks as increased pedestrian activity occurs in the area.
- Provide designated routes within the village for delivery truck traffic that are separated from routes with high pedestrian traffic.
- Bury overhead utilities within the village area as new development occurs, or at a minimum, consolidate utility poles in order to reduce clutter and obstacles in pedestrian pathways.



*Appropriately scaled lighting, planters, street trees, benches, and other amenities will enhance the area's desirability and beauty.*





## 15 transit system



*Bus shelters provide relief from the elements and nearby traffic.*

*Bus Rapid Transit (BRT), an option for portions of West End Avenue, can provide even greater access between the Harding Town Center and downtown. **Below***



### Goal 1

Increase transit use in the area by providing regional transit connections, facilitating local transit circulation, and by improving bus travel time on the arterial street network.

#### Short Range Objectives

- Enhance bus stop locations (shelters and waiting areas), and coordinate signage with local wayfinding.
- Implement Harding Road express bus service with priority signal control.

#### Mid Range Objectives

- Implement transit circulator to serve local trips within the focus area and trips to adjoining areas.
- Interface express bus services with planned BRT east of I-440.
- Study long-range needs for significant expansion of transit services including Harding/White Bridge area and Nashville Tech area.

#### Long Range Objectives

- Implement results of mid-range study of significant transit expansion to provide for unmet travel demand, including consideration of BRT, light rail, or express bus options.

### Goal 2

To reduce vehicle demand through the application of Travel Demand Management (TDM) strategies with major employers in the area.

#### Short Range Objectives

- Form Transportation Management Association (TMA) and implement area-wide TDM strategies in coordination with RTA and MPO.

#### Mid Range Objectives

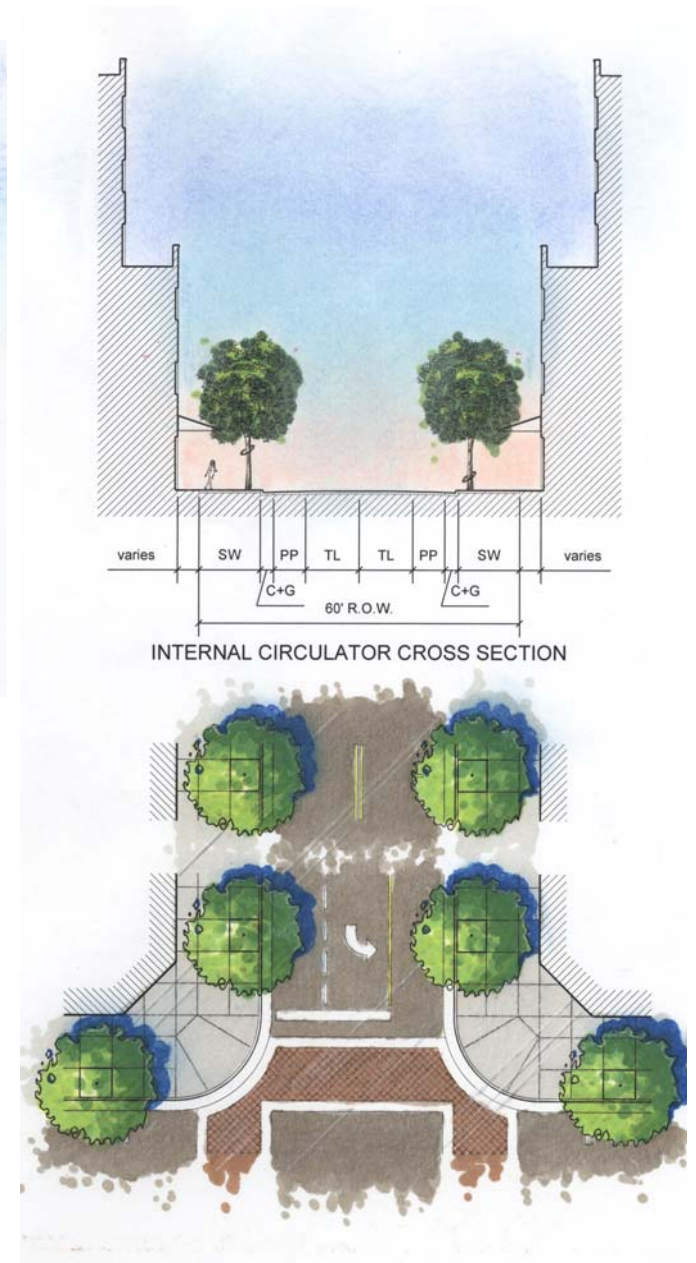
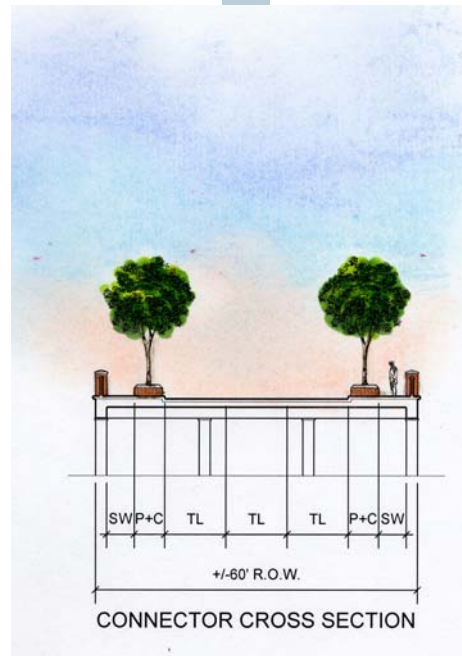
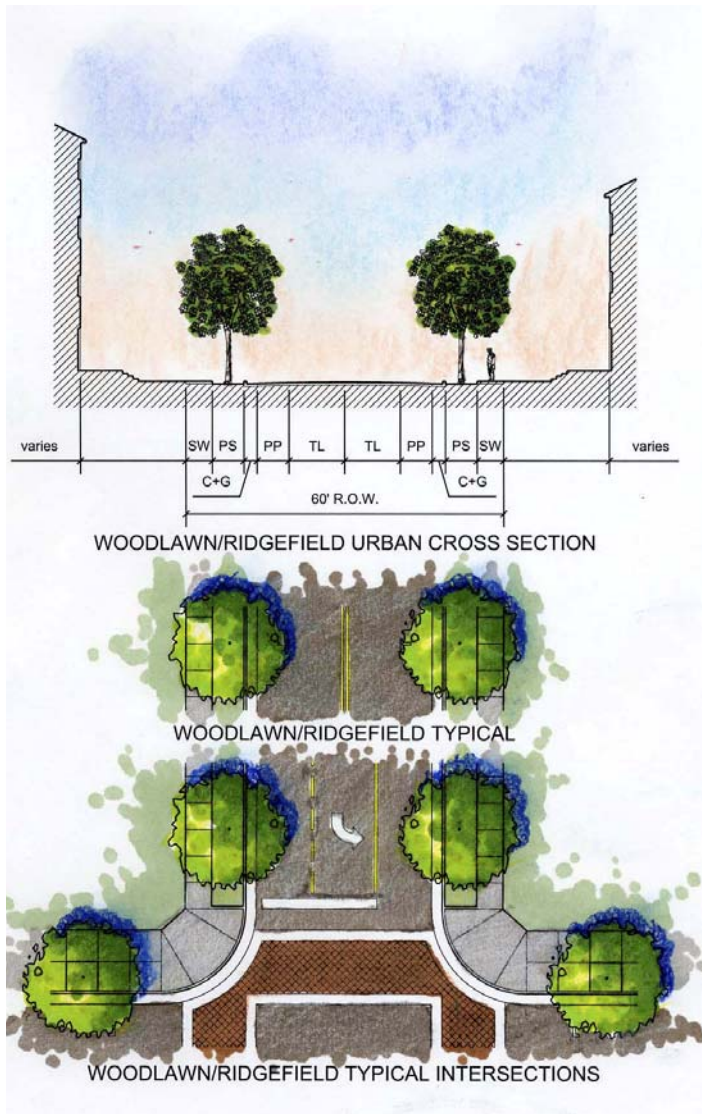
- Consider expanded role of TMA to address local funding through the establishment of a Community Improvement District (CID) or Tax Increment Finance District.

#### Long Range Objectives

Expand TMA role and TDM programs as additional development occurs.



## recommended street details and sections 16

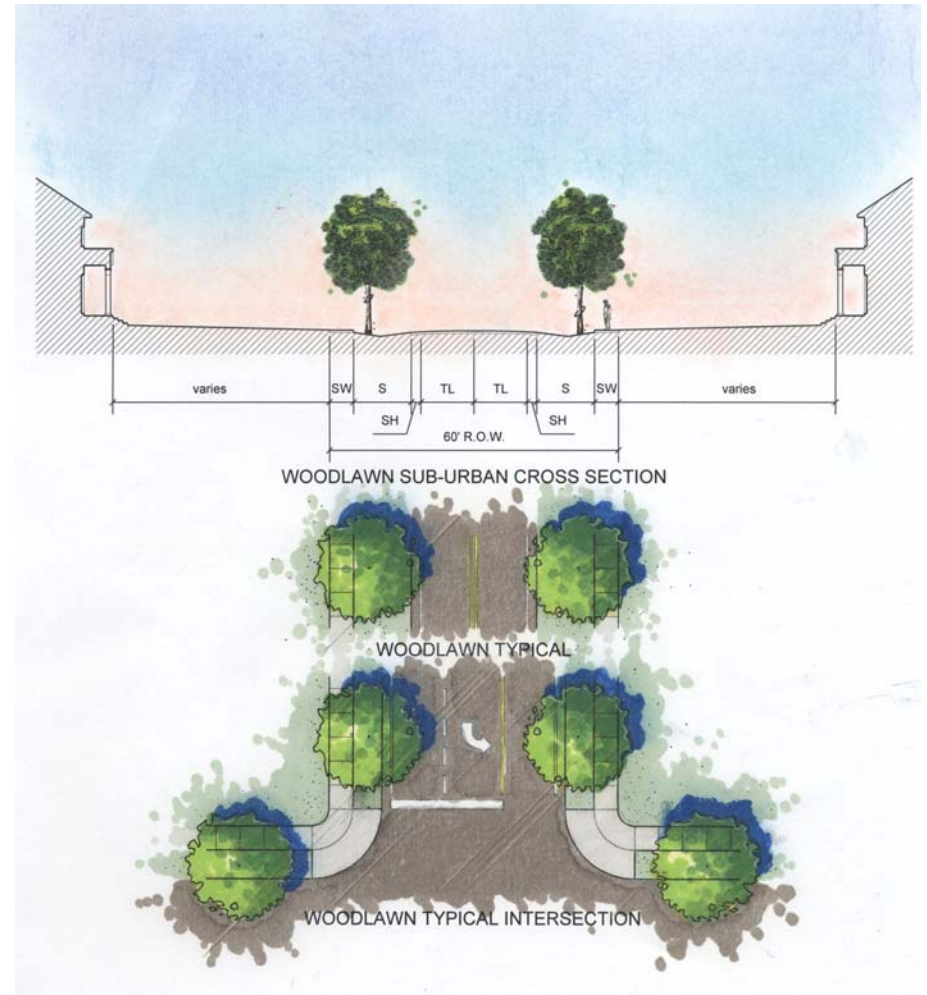
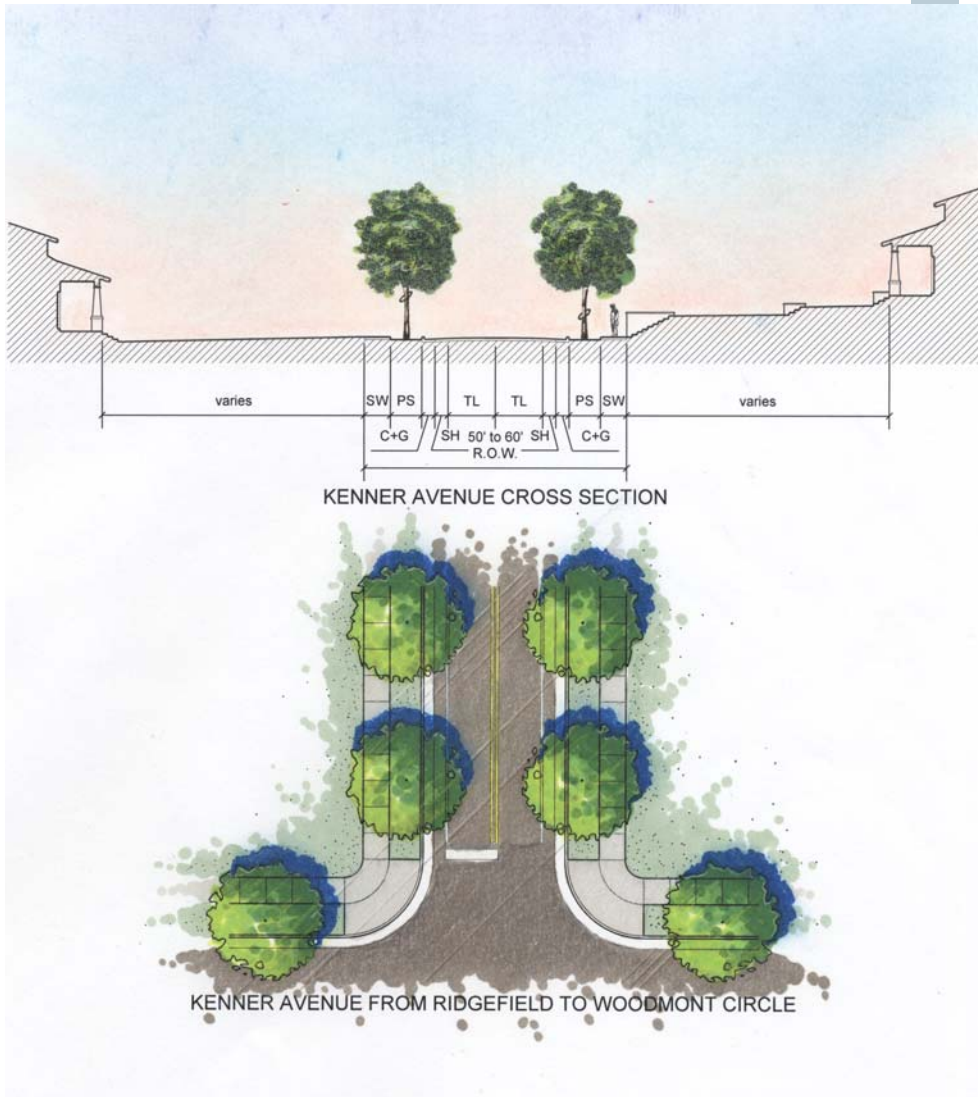


### Key:

SW	Sidewalk
C+G	Curb + Gutter
TL	Travel Lane
BL	Bike Lane
PS	Planting Strip
PP	Parallel Parking
P+C	Planter + Curb

Note: Street sections and plans depicted here are recommendations for the implementation of design goals and objectives. The designs depicted here may change based on available right-of-way, subsequent study, variations in volume and function, existing or proposed traffic programs (i.e. traffic calming) or other factors.

## 17 recommended street details and sections



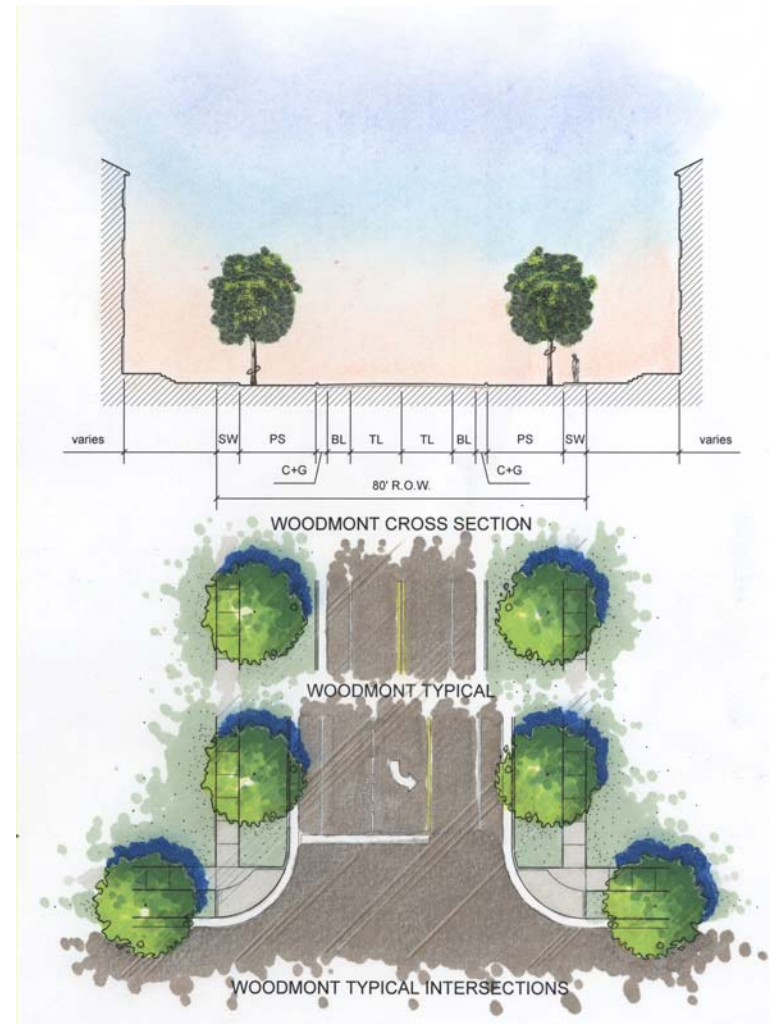
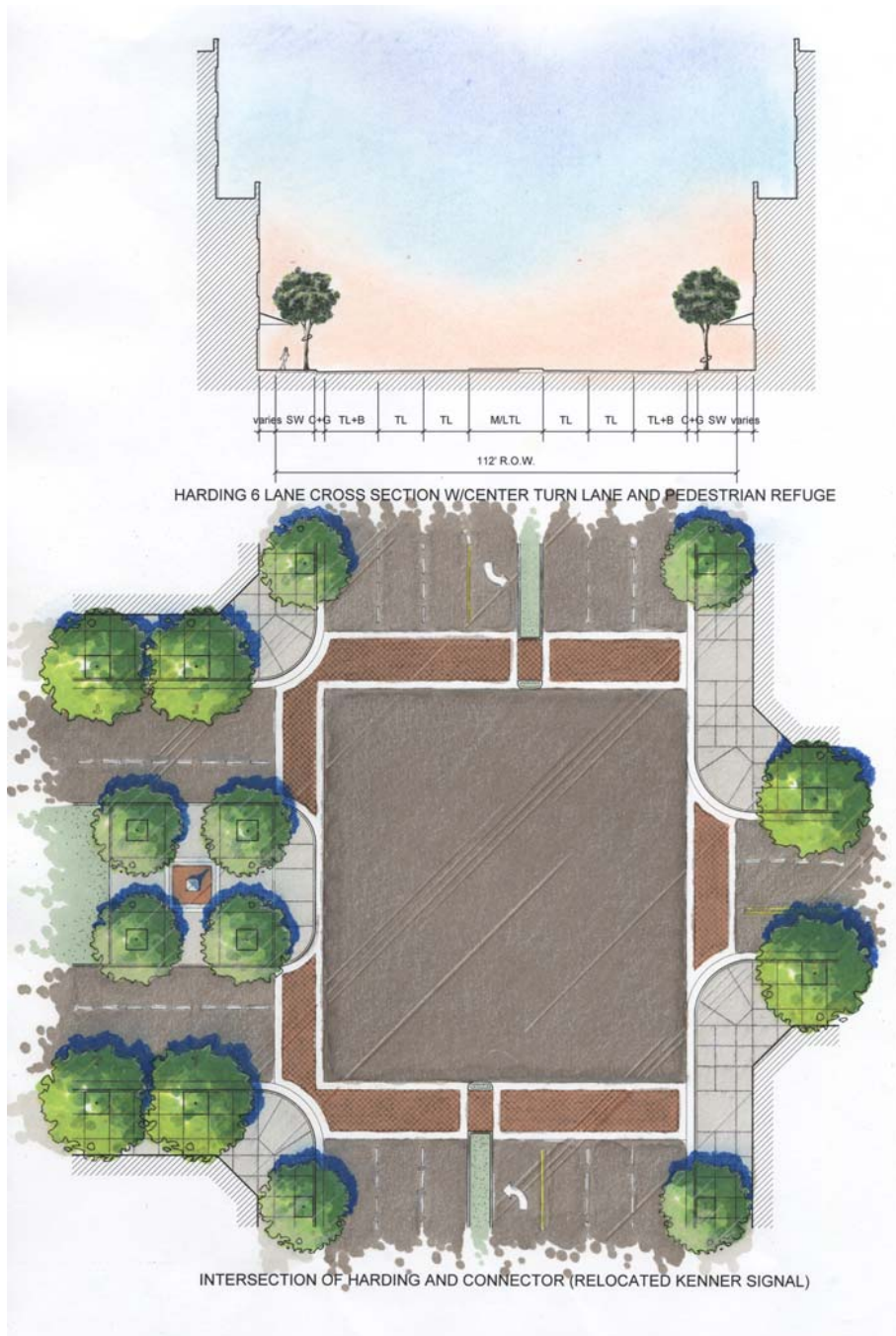
### Key:

<b>SW</b>	Sidewalk
<b>C+G</b>	Curb + Gutter
<b>TL</b>	Travel Lane
<b>BL</b>	Bike Lane
<b>S</b>	Swale
<b>PS</b>	Planting Strip
<b>PP</b>	Parallel Parking
<b>SH</b>	Shoulder

**Note:** Street sections and plans depicted here are recommendations for the implementation of design goals and objectives. The designs depicted here may change based on available right-of-way, subsequent study, variations in volume and function, existing or proposed traffic programs (i.e. traffic calming) or other factors.



## recommended street details and sections 18



### Key:

<b>SW</b>	Sidewalk
<b>C+G</b>	Curb + Gutter
<b>TL+B</b>	Travel Lane + Bike Route
<b>TL</b>	Travel Lane
<b>BL</b>	Bike Lane
<b>M</b>	Median
<b>LTL</b>	Left Turn Lane
<b>PS</b>	Planting Strip



## 19 parking system

### Goal 1

To minimize the impact of parking on the aesthetic quality of the village center.

### Objectives

- Locate parking to the rear of buildings as properties redevelop. Parking to the side of buildings is acceptable, provided that the parking is appropriately screened.
- Conceal parking in structures or beneath buildings whenever appropriate.
- Integrate retail uses on the ground floor of parking structures.
- Avoid large, unbroken expanses of pavement when structured parking is not appropriate.
- Divide surface parking lots into smaller paved areas that are separated by landscaping, access driveways, or structures.
- Provide special treatment that reflects the overall character of the development at primary parking lot entries. Specimen plant material, low walls, and pavement treatments are encouraged to create visual interest at key lot entry points.

### Goal 2

To make it safe, comfortable, and easy for pedestrians to navigate parking areas.

### Objectives

- Create well-defined sidewalks and pathways that permit pedestrians to move safely and comfortably from their vehicles into buildings.
- Parking areas should be separated from buildings by a raised walkway. Directly abutting parking aisles or spaces to the building is discouraged.

### Goal 3

To limit the hassles associated with locating a parking space without necessarily increasing the number of on-site parking spaces.

### Objectives

- Develop shared parking facilities for properties within the village area that are characterized by differing peak user times or days in order to minimize the total requirements for off-street parking.
- Provide on-street parking on all local streets near or within the village area.
- Require shared and cross access drives for adjacent parcels or groups of parcels that do not contain an internal circulation street to allow drivers to move between lots and parking structures without having to get on Harding Road.



*Pedestrian paths, landscape islands, and screening make surface lots more attractive. **Above and Below***

*Structures should resemble buildings, with facade treatments and ground-floor uses. **Right***

*Parking spaces should be separated from buildings by a raised walkway to provide easier pedestrian access. **Below right***



## Goal 1

To utilize landscaping in order to create a comfortable pedestrian environment, to accentuate buildings, and to screen unsightly areas.

## Objectives

- Provide street trees that respond to the scale and context of buildings along all streets within the village area as properties redevelop.
- Enliven public streets and sidewalks within mixed-use areas with annuals, perennials, groundcovers, shrubs, and trees planted in large pots and planters.
- Plant an assortment of trees, shrubs, and groundcovers at the bases of new buildings within residential districts.
- Screen dumpsters, trash receptacles, utilities, mechanical equipment, loading areas, and parking from public view with a combination of an opaque fence, wall, and evergreen plant materials.
- Maintain mature trees to the greatest extent possible, and replace removed vegetation with similar materials as properties develop.



Street trees, shrubs, planting beds, and other landscaping provide a buffer between the pedestrian and automobile. **Left and Middle**



Screening dumpsters and other refuse or utility areas maintains the area's quality feel. **Above**

Landscaping between residential buildings and the sidewalk provides a buffer and semi-private space. **Below**





## 21 signage

### Goal 1

To help people locate their destinations whether they live, work, and shop within the village, or are simply passing through the area.

### Objectives

- Develop and implement a system of signage that directs vehicles and pedestrians and provides address information, while reinforcing the image and identity of the village.
- Design signage that is compatible with the scale and design of the surrounding sites and buildings.
- Make signs appropriate in scale to motorists and pedestrians.









## harding town center land use strategies

Buildings and Lots  
Parks and Open Space

## Goal 1

To create a mixed-use urban village center that contains places to live, work, and shop at a scale that is comfortable for pedestrians, bicyclists, and motorists.

## Objectives

- Zone properties within the Village Center District to allow for vertical mixed-use buildings.
- Limit floor area ratios for new mixed-use properties.
- Provide incentives for creating office and residential uses within the upper floors of mixed-use buildings in the village center rather than in stand-alone buildings.
- Require multi-story buildings with height limits to encourage intensity.
- Construct mixed-use buildings with shallow setbacks to encourage window shopping and street activity.
- Create a unique sense of place within the village center by constructing buildings of the appropriate scale, with orientation to the street, and architectural detailing.
- Avoid buildings with blank facades. Construct facades that are varied and articulated with large windows at the street level, and primary entrances directly on the street.

- Construct buildings of durable materials that reflect permanence and a traditional “Main Street” character.
- Orient buildings along Richland Creek to the creek with access points to natural areas along the creek.







## 25 buildings and lots

### Goal 2

To allow St. Thomas Hospital to function and grow in a sensitive and planned manner that preserves the integrity and long-term viability of the adjacent village center.

### Objectives

- Zone the Imperial House property to allow for a mixture of employment, office, and medical uses.
- Limit building heights along the edges of the Hospital District to be compatible with buildings within the village center.
- Step buildings back away from streets to allow taller buildings within the core of the district not to exceed existing building heights.
- Avoid buildings with blank facades. Construct facades that are varied and articulated with large windows at the street level, and primary entrances directly on the street.
- Orient buildings along Richland Creek to the creek with access points to natural areas along the creek.

## Goal 3

To maintain and promote appropriate higher density housing within the village center so that people may walk to obtain basic goods and services.

## Objectives

- Construct residential buildings within the Village Center and Hospital sub-districts with similar character, permanence, and intensity as the Royal Oaks tower and Wellington Arms.
- Zone parcels within the district to allow for the development of urban residential buildings.
- Provide primary entrances on the street with direct access to lobbies, stairs, and elevators.
- Reduce apparent bulk of buildings by breaking them down into smaller architectural components which are consistent with the pedestrian scale of the village area.
- Construct residential buildings with materials that are durable, maintainable over time, and reflect permanence and traditional character.
- Construct buildings with shallow setbacks to frame the street and preserve private rear yards.
- Elevate first floors above the level of the sidewalk to increase privacy.
- Build fences and walls at the sides and rears of properties to insure privacy.

- Develop new residential buildings that are compatible with and complimentary to the historic buildings in the area without being facsimiles.
- Orient garage doors to the rear or side of the property.
- Locate and design buildings to minimize the potential for disruption to privacy and outdoor activities of adjacent buildings and neighboring, private outdoor spaces.

*Urban residential buildings are multi-story, built to the street, and of substantial materials to give a sense of permanence and long-term value to the community. They may contain apartments, condominiums, lofts, or townhouses.*





## 27 buildings and lots



*Lower-intensity urban residential buildings provide a quieter, more private setting for residents. Units are generally attached but not stacked, are above sidewalk level, and have a generous rear courtyard.*



### Goal 1

To preserve existing environmentally sensitive areas in a natural state for the benefit of the people who live, work, and shop within the village center area.

### Objectives

- Dedicate undisturbed floodway and floodway buffer areas along Richland and Sugartree Creeks as greenway conservation easements.
- Create public open spaces in areas encumbered by natural floodplain that are not developable.
- Provide public pedestrian accesses to the creeks and open spaces.



*Trails and paths provide access to creeks and other open spaces on the periphery of the town center.*





*Fountains and other forms of public art create natural gathering spaces and become focal points for the community. **Right and Middle***

*Open spaces framed by buildings can become important places to gather as well as to signify the area's role, either as gateway or center of the community. **Bottom***



## 29 parks and open space

### Goal 2

To establish a system of public gathering spaces along Harding Road that are easily accessed from the village center.

### Objectives

- Develop urban open spaces (plazas, squares, greens, pocket parks, etc.) at regular intervals along Harding Road as depicted on the concept plan.
- Activate these spaces by fronting them with buildings and providing pedestrian amenities, such as public art, within them.
- Utilize the spaces to create a unique sense of place at access points into the village center.







## harding town center standards

Standards

## Section 1: General

**1. Application of standards:** The standards in the UDO shall apply to plans for the following projects:

- a) **Additions/Modifications:** On a lot with one or more existing buildings, final construction plans are for additions or modifications that front a public right-of-way with a gross floor area that exceeds 25% of the gross floor area of the existing building being modified.
- b) **New Construction:** On a vacant or cleared lot, or portion thereof, final construction plans are for new construction.

**2. Mandatory Requirements:** The requirements of this UDO are mandatory. If the Northeast Quadrant Connector is not approved for implementation in the Federal Fiscal Year 2008 Transportation Improvement Plan (October 2007), the development standards and design requirements of the UDO shall become voluntary. In addition, if the Northeast Quadrant Connector is approved for implementation in Fiscal Year 2008 Transportation Improvement Plan, but construction of the Northeast Quadrant Connector is not complete by December 31, 2020, then the development standards and design requirements of the UDO

shall become voluntary. If the UDO requirements become voluntary, at the time of development or redevelopment, the developer may choose to develop fully under the requirements and guidelines of the UDO or exclusively under the base zoning. Any proposed development or redevelopment not fully in accordance with the UDO shall be required to provide a complete traffic impact assessment and proposed mitigation strategy prior to the issuance of permits. If development not in accordance with the UDO precludes the implementation of the transportation recommendations of this plan, the Planning Commission may recommend to the Metro Council that the UDO be modified or cancelled.

- 3. Design Review:** Applicants are encouraged to work with Planning staff early in the design and development process.
- 4. Submittal Requirements:** Applicants shall submit four complete sets to planning commission staff of final construction documents, including site plan and landscape plan, for review and approval prior to the issuance of building permits.
- 5. Exceptions to standards:** 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 standards. Exceptional concepts shall be considered as long as they achieve the design intent of the UDO. 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 UDO.

- 6. Governing plan:** The Design Plan in this document shall be the governing plan for the UDO. Variation from the Design Plan is permitted as long as the design intent of the UDO is not altered. Variations to the Design Plan that alter the design intent of the UDO require an amendment to the UDO.
- 7. Amendments to the UDO:** Amendments to the UDO shall be approved by the Metro Council with a recommendation by the Planning Commission.
- 8. Existing Planned Unit Developments (PUDs):** Any existing PUDs shall remain until those properties redevelop, at which time the PUD must be lifted through council action.
- 9. Changes in Zoning:** It is the intent of this UDO to maintain the current level of entitled non-residential intensity within the UDO. For properties within the UDO, changes to the base zoning that would result in greater non-

residential intensity than what is currently allowed shall be accompanied by a reduction in the allowable non-residential intensity elsewhere in the UDO.



**10. Building types:** The following general building types are permitted within the UDO according to the sub-districts as defined in the Table of Bulk Standards.

#### **Mixed-use/Commercial**

A building type typically with a mix of uses that occupies the full frontage of its lot except for instances of public pedestrian passages from the rear of the lot or parking areas located to the side of the building (from the Lexicon of the New Urbanism). Vehicular access is generally via a rear service lane. Primary pedestrian entrances and, typically, shopfronts are located along the street frontage of the building.



#### **Live/Work**

A mixed use, single-family residential building type that occupies the full frontage of its lot except for instances of end units and pedestrian passages from the rear of the lot (from the Lexicon of the New Urbanism). Vehicular access is generally via a rear service lane. A primary pedestrian entrance is located along the street frontage of the building.



#### **Stacked Flats**

A multi-family building type that occupies the center of its lot with setbacks on all sides (from the Lexicon of the New Urbanism). Vehicular access is generally via a rear service lane. A primary pedestrian entrance, which leads to individual unit entrances, is located along the street frontage of the building.



#### **Courtyard Flats**

A multi-family building type that occupies the center of its lot but is configured in such a manner as to define one or more private yards or patios (from the Lexicon of the New Urbanism). Vehicular access is generally via a rear service lane. A primary pedestrian entrance is located along the street frontage of the building.



#### **Townhouse**

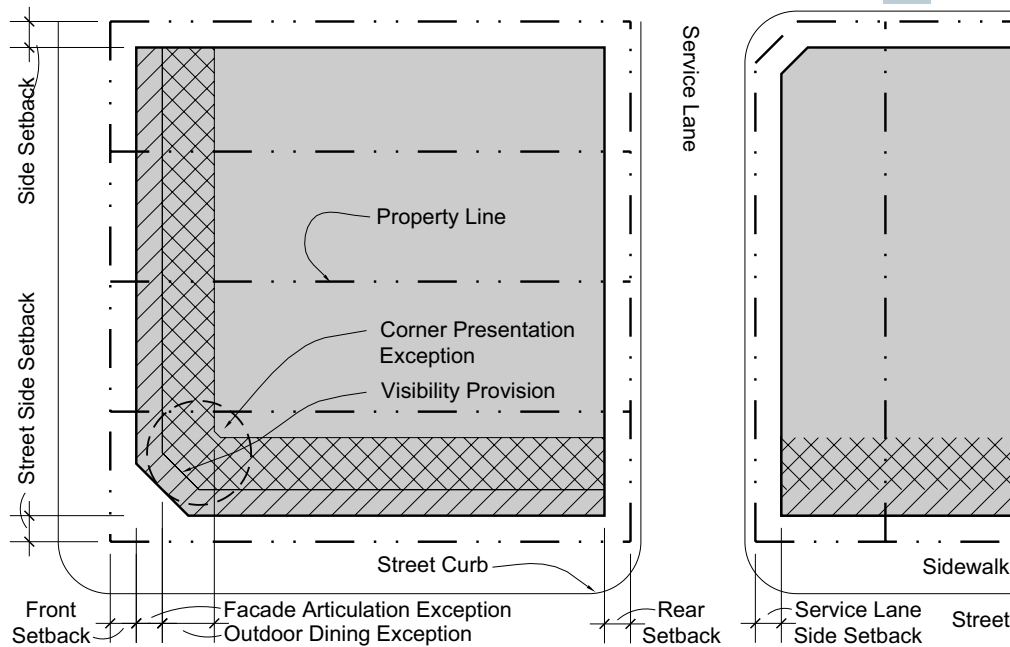
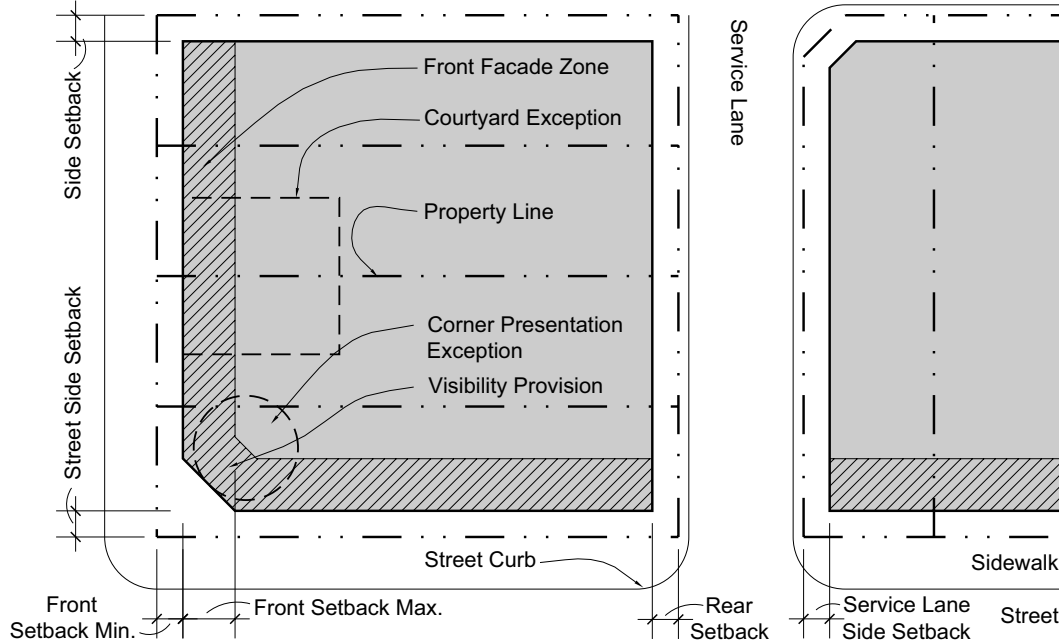
A single-family residential building type that occupies the full frontage of its lot except for instances of end units and pedestrian passages from the rear of the lot (from the Lexicon of the New Urbanism). Vehicular access is via a rear service lane. A primary pedestrian entrance is located along the street frontage of the building.



#### **Civic**

A building type designed and constructed for community use or benefit by governmental, cultural, educational, public welfare, religious, or transportation organizations. Civic buildings are inherently unique structures that present opportunities for unusual and iconic design within the urban fabric. Civic buildings shall be oriented to streets and public spaces and follow the design intent of the UDO with regard to pedestrian orientation, placement, massing, and articulation.



commercial/  
mixed-use lot  
diagramlive/work,  
stacked flat,  
courtyard  
flat, &  
townhouse  
lot diagram

- General:** The bulk standards are organized according to the sub-districts established in the Design Plan and the Building Types established in the previous section.
- Parking structures:** The ground floor of any parking structure that fronts an at-grade public street (excluding service lanes) and is within or adjacent to the Village Center sub-district shall be set behind other buildings so as not to be visible from the right-of-way of a public street except at the point of a driveway access.
- Visibility provision:** AASHTO standards for visibility at controlled intersections should be applied as necessary to development within the UDO.
- Drive-throughs:** Drive-throughs should generally be located to the rear of buildings. If drive-throughs are located to the side of buildings, their width shall be limited to three lanes and they shall be recessed from the front façade 10 ft. min. In no case shall drive-throughs be located at the corner of two public rights-of-way.
- Vehicular Drop-offs:** Vehicular drop-off areas shall not be curb cuts but ramps to the level of the sidewalk. Drop-off areas shall be articulated through paving patterns, bollards, landscaping, and other means that limit the impact of conflicts between vehicles and pedestrians.
- Skybridges:** Skybridges between buildings are permitted within the interior of the Hospital sub-district provided they are designed so as to look similar to the buildings they connect. Any skybridges built over a public street shall follow the mandatory referral process for encroachments into the public right-of-way.



## 7. Table of Bulk Standards:

## 35 standards

BULK STANDARD	COMMERCIAL/MIXED-USE BUILDING TYPE	LIVE/WORK BUILDING TYPE	STACKED FLATS BUILDING TYPE	COURTYARD FLATS BUILDING TYPE	TOWNHOUSE BUILDING TYPE	CIVIC BUILDING TYPE
FAR <sup>ab</sup>						
Village Center Sub-district <sup>c</sup>	0.60 max. for properties zoned MUL					
Hospital Sub-district <sup>c</sup>						
ISR						
Village Center Sub-district	0.90 max.					
Hospital Sub-district						
FRONT YARD SETBACK <sup>dj</sup>						
Village Center Sub-district	Where buildings directly front a public right of way or a public common area (e.g. open spaces, etc.), the front facade must be built to 5 ft. from the front property line <sup>eh</sup>	Where buildings directly front a public right of way or a public common area (e.g. open spaces, etc.), the front facade must be built between 5 ft. and 15 ft. of the front property line	Where buildings directly front a public right of way or a public common area (e.g. open spaces, etc.), the front facade must be built between 5 ft. and 15 ft. of the front property line	Where buildings directly front a public right of way or a public common area (e.g. open spaces, etc.), the front facade (except the portion that fronts the courtyard) must be built between 5 ft. and 15 ft. of the front property line	Where buildings directly front a public right of way or public common area (e.g. open spaces, etc.), the front facade must be built between 5 ft. and 15 ft. of the front property line	Set by Design Review
Hospital Sub-district						
SIDE YARD SETBACK						
Village Center Sub-district	0 ft. min., 5 ft. max., except street side setbacks shall be 5 ft. <sup>f</sup>	0 ft., except end unit and street side setbacks shall be 5 ft. min.	5 ft. min.		0 ft., except end unit and street side setbacks shall be 5 ft. min.	Set by Design Review
Hospital Sub-district						
REAR YARD SETBACK						
Village Center Sub-district	5 ft. min.	5 ft. min.; for detached garages where garage doors open to service lane, setback shall be 5 ft. or 15 ft. and greater	5 ft. min.		5 ft. min.; for detached garages where garage doors open to service lane, setback shall be 5 ft. or 15 ft. and greater	Set by Design Review
Hospital Sub-district						
BUILDING HEIGHT <sup>gk</sup>						
Village Center Sub-district	6 stories max., 3 stories at front yard setback plus an additional three stories if set back from the front façade 10 ft.	3 stories max.	6 stories max., 3 stories at front yard setback plus an additional three stories if set back from the front façade 10 ft.		3 stories max.	Set by Design Review
Hospital Sub-district	Not to exceed the number of stories of the tallest existing building within the hospital campus; 3 stories at front yard setback plus 1.5 to 1 (v to h) sky exposure plane measured from Harding Road and at-grade connector street as depicted on the concept plan. <sup>i</sup>					
FIRST FLOOR ELEVATION						
All Subdistricts	No Requirement		1.5 ft. min. above sidewalk along abutting street opposite front entrance			
FIRST FLOOR HEIGHT						
All Subdistricts	14 ft. min. measured from finished floor to floor	12 ft. min. measured from finished floor to floor	No Requirement			Set by Design Review

<sup>a</sup>EXCEPTIONS TO FAR: Properties zoned MUL prior to the initiation of this study and the application of the urban design overlay shall maintain their FAR of 1.00

<sup>b</sup>EXCEPTIONS TO FAR: Parking structure floor space shall be excluded from floor area used in the calculation of floor area ratio

<sup>c</sup>EXCEPTIONS TO FAR: Residential floor space shall be excluded from floor area used in the calculation of floor area ratio.

<sup>d</sup>FRONT YARD 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>e</sup>EXCEPTIONS TO FRONT YARD SETBACK: Exceptions may be made for recesses up to 5 ft. for articulation of the building facade and up to 20 ft. for outdoor seating and dining areas.

<sup>f</sup>EXCEPTIONS TO SIDE YARD SETBACK: Exceptions may be made for vehicular access, pedestrian passages, or one single or double loaded parking bay. Parking bays shall not be permitted on street side between the building and the

<sup>g</sup>EXCEPTIONS TO BUILDING HEIGHT: Building elements, such as towers and steeples, shall be exempt from the setback requirement above three stories and may exceed the building height in feet by 20%.

<sup>h</sup>ADDITIONAL SIDEWALK: For commercial/mixed-use building types, the front yard setback shall be constructed as an extension of the public sidewalk.

<sup>i</sup>EXCEPTIONS TO SKY EXPOSURE PLANE: For buildings that face the Village Center Sub-district, stories 4,5, and 6 may break the sky exposure plane if set back from the façade 10 ft. No sky exposure plane shall be applied from streets that are internal to the Hospital Sub-district.

<sup>j</sup>MEASUREMENT OF FRONT SETBACK: For the purposes of measuring the front setback on properties that front Harding Road, the front property line shall be assumed to be at the ultimate right-of-way for Harding Road.

<sup>k</sup>MEASUREMENT OF BUILDING HEIGHT: Building height shall be measured from the highest corner elevation on a property. Where there is topographic change across a property of greater than one story, the building shall step to maintain the maximum height at the front setback.

### Section 3: Parking Standards

1. **Parking requirements:** The parking provisions, including shared parking, applicable in the Urban Zoning Overlay District, shall be applicable in this UDO.
2. **Off-Site Parking:** For land uses located within the UDO, required parking may be satisfied in whole or in part on a lot separate from the principal use as follows:
  - i) the term of leased spaces for tenant parking shall match the land use lease term.
  - ii) the term of leased spaces for owner-occupied land uses shall be for a minimum three (3) year term.
  - iii) the lease for any required accessory parking shall be recorded in the Register of Deeds office.
  - iv) only required parking for employees may be located outside of the UDO. All other required parking shall be located anywhere within the UDO.
3. **Placement:** In the Village Center sub-district and in the Hospital sub-district where properties are adjacent to the Village Center sub-district, parking should be placed behind buildings, but where accommodation of the minimum required parking spaces can not be met otherwise, parking to the side of buildings is acceptable provided that the parking is limited to one

single or double loaded aisle and screened from any adjoining public street right-of-way.

3. **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.
4. **Parking lot lighting:** Lighting shall be appropriate in function and scale for both the pedestrian and the vehicle. Lighting that minimizes light trespass, pollution, and uplight shall be utilized. Luminaire styles, colors, and finishes shall complement the architectural features of the development.

### Section 4: Landscaping, Buffering, and Screening Standards

1. **Parking lot screening:** Any parking lot adjoining a public street shall be screened to a height of three feet by walls, berms, landscaping, or a combination of these. If landscaping is used, the planting bed shall be a minimum of six feet wide.
2. **Waiver within the UDO:** The landscape buffering and screening standards shall be waived along internal base zone district boundaries within the UDO.
3. **Selected waivers along the perimeter of the UDO:** Along base zone district boundaries that coincide with the boundary of the UDO, the buffering and screening standards shall be

waived within the UDO whenever:

- a) the abutting base zone district outside of the UDO is a non-residential or multi-family district; or
  - b) the abutting base zone district outside of the UDO is a single-family residential district and the boundary is in a public right-of-way.
4. **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 be screened to minimize sound and visibility from abutting sidewalks or streets, excluding service lanes.
  5. **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 buildings, or otherwise visually screened from the street. Mechanical equipment shall not be allowed along the frontage of a public way. Mechanical equipment on the roof shall be screened from abutting streets with para-

pets or other types of visual screening.

### Section 5: Architectural Treatment Standards

1. **Permitted Awnings:** In addition to requirements placed on awnings by existing codes and ordinances, awnings shall comply with the following requirements:
  - a) Length: No awning shall exceed 30 ft. in length.
  - b) Materials: Awnings constructed of plastic or fabric that is glossy in texture are not permitted. The colors and patterns shall complement the building.
  - c) Shape: Awnings shall reflect the shape and character of window openings.
  - d) Lighting: Awnings shall not be internally illuminated.
2. **Glazed Area:** A commercial use must provide a minimum of 40 percent of the front façade 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 calculation shall be based on the façade area measured to a height of 14 feet from grade for Commercial/Mixed-use build-



ing types and 12 feet from grade for Live/Work building types.

3. **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 ft. along the side property line facing the street, unless noted otherwise.

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

- a) **Wall Planes:** A building façade shall not exceed 30 ft. 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 plan shall be in harmony with changes in wall planes.
- b) **Changes in Plane:** A change in wall plane shall be related to entrances, the integral structure or the organization of interior spaces and activities and not merely for cosmetic effect. False fronts or parapets of insubstantial appearance are prohibited.

5. **Building Presentation at Corner Lots:** Buildings located at the intersection of two streets shall address both streets with architectural and/or massing elements, including porches, windows, bay windows and other façade projections and features. For the purpose of this

standard, a service lane is not a street.

6. **Primary Pedestrian Entrance:** Buildings shall be placed so that at least one primary pedestrian entrance is oriented to a public way. If the building is located on a corner, the entrance shall be at the corner or on the primary street.
7. **Entrances:** Building entrances (excluding emergency egress) facing a public way shall be defined by awnings or by being recessed.
8. **Materials:** Vinyl siding is prohibited and E.I.F.S. is prohibited on ground floor facades fronting a public way.
9. **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.

## Section 6: Sign Standards

1. **Signs not permitted:** Billboards shall be prohibited in the UDO.
2. **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.

3. **Placement of signs:** Signs shall be placed so as not to obscure key architectural features or door or window openings.
4. **Special Signage:** There may be extraordinary circumstances where normal signage is inadequate to meet the wayfinding needs of the public. These are cases where the need to find a destination is tied to the public purposes of safety or health. An example would be the need of a person seeking the emergency services of a hospital to find the hospital with minimal delay. In such cases a wayfinding sign will be permitted in addition to all other permitted signage. The size of the additional wayfinding sign will be determined on a case by case basis. All other aspects of the sign must meet the applicable standards of Table of Sign Standards.

- a) **Specialty Signage Size Standards**

1. Letter height of 1 inch per 50 feet of separation between the

location of the sign and point of first observation. The point of first observation is defined as the furthest point at which the proposed location of the sign would be visible from an approaching travel lane of the public road giving direct access to the site containing the destination.

2. Letter shape for the purpose of determining maximum size of signage is square.
3. Maximum number of letters is 30 or the number of letters in the name of the destination, whichever is less.
4. If the name includes a logo, the maximum size of the signage may be increased by an amount equal to twice the letter height squared (if the letter height is 1 inch, the increase would be 2 square inches).
5. Maximum area of the sign is the sum of the area of letters (and logo if included) divided by .6.

TABLE OF SIGN STANDARDS

Permanent On-Premise Sign Types	Minimum Setback	Minimum Height	Maximum Height	Maximum Display Surface Area per sign face
Ground Sign - Monument	None Required	N/A	4 feet; 2.5 feet for any part of a sign located within 15 feet of a driveway	28 square feet
Building Sign - Projecting	N/A	8 feet <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.







# **harding town center**

## **appendix**

Process

## Aging Community Center

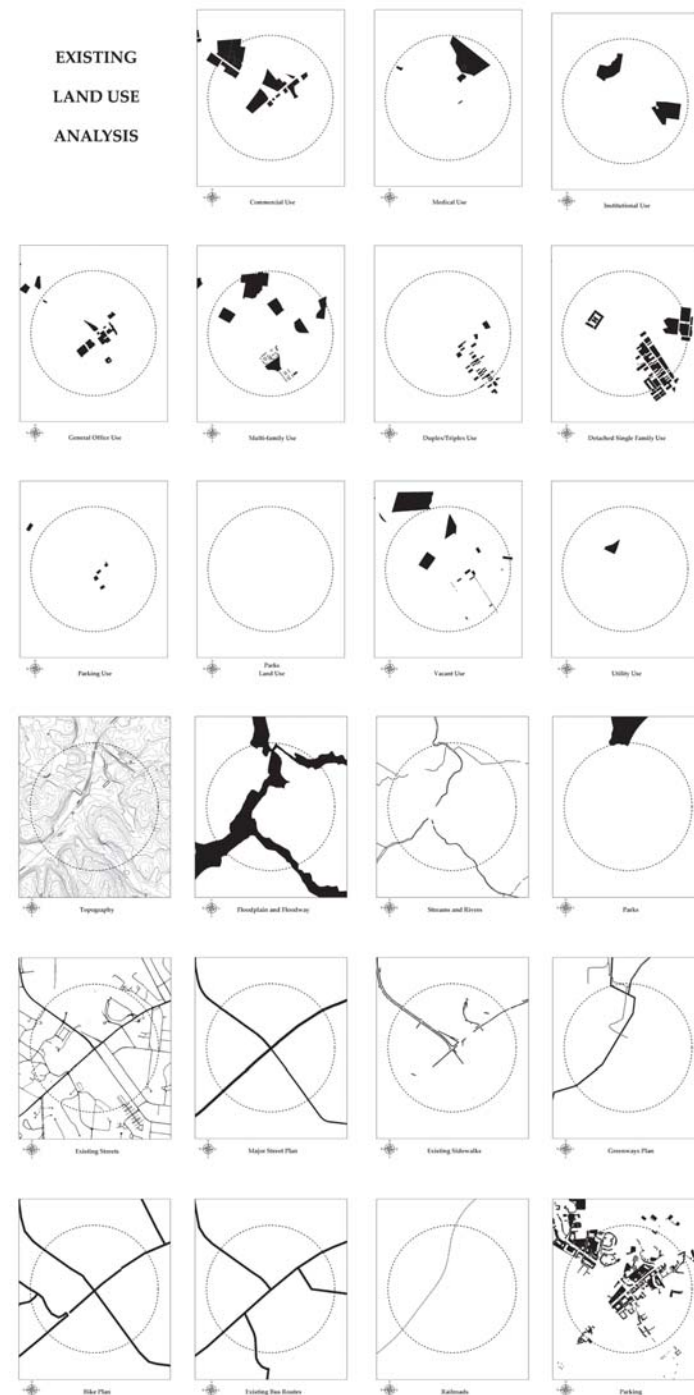
The area around the intersection of Harding Pike and White Bridge Road has been a commercial center for the surrounding community for decades. The area includes a couple of strip commercial centers, free-standing commercial and office buildings, a major hospital, and a number of higher density residential developments. The area's architectural anchor is the former Belle Meade Theater, an elegant stone building in the Streamline Moderne style. Other significant buildings include the Royal Oaks Tower and Wellington Arms residences. The area is bounded by Richland Creek and great turn-of-the-century suburban neighborhoods that enjoy great popularity in the desirability of their addresses. While the commercial center as a whole lacks the charm of the surrounding neighborhoods, the area is widely used and is very successful as a community center.

Recent plans for the redevelopment and expansion of the area prompted the Planning Department and the District Councilmember to seek the interest of property owners in developing a plan to manage future growth. Proposed developments did not require changes in zoning and the development entitlements in the area allowed much more than what was on the ground. Instead of working with individual property owners with individual, and therefore

limited solutions, the city sought to engage the community to work together toward a comprehensive plan. In the summer of 2003, the city received the commitment from owners of some of the largest properties to work with the city and the community toward a common vision. Staff began preparations for the planning effort in the fall of 2003.

## The Charrette Process

For purposes of the plan, staff recommended utilizing the charrette process. A charrette is a public-participatory planning process that seeks to bring different interests together to identify issues affecting the area and confirm the concepts designed to address those issues. The city realized early that transportation issues in the area would require a parallel study of the existing transportation network and solutions that balanced transportation and land use. The team that led the charrette was made up of Planning staff and included a transportation consultant, Day Wilburn Associates. Day Wilburn was added to the team through a public/private partnership and began their background work and research in January 2004. Other agencies involved in the process included the Tennessee Department of Transportation, the Metropolitan Planning Organization, the Regional Transportation Agency, Metropolitan Nashville Public Works, Parks, and Water



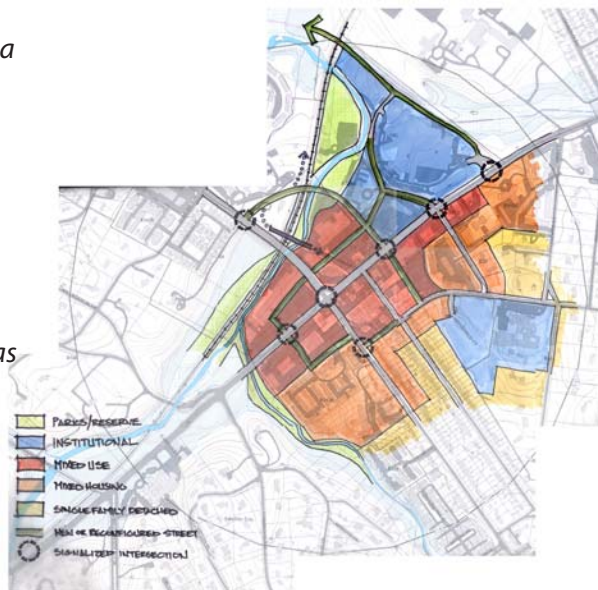




The team began with a land use and system analysis. **Opposite**

Issues from the Vision Workshop were consolidated into a single concept. **Above**

Early development of the plan included areas of development character and proposed transportation solutions. **Below**



Services departments as well as Nashville Gas and the Nashville Electric Service. These agencies attended meetings throughout the charrette and provided input as the plan was formulated.

Prior to the charrette, Planning staff met with property owners and neighborhood groups in an around the study area to discuss the process and purpose of the plan as well as to encourage wide participation. The meetings were well attended and contributed to the record turnout for the charrette. On February 23, 2004, the week long charrette was kicked off with a vision workshop in the evening. Over 150 participants divided into groups and sat around tables to study maps and answer questions regarding what they liked about the area, disliked about the area, and what they wished to see in the future. Each group presented its findings at the conclusion of the evening and the meeting was adjourned.

The following day, the charrette team retreated to a remote studio in the study area on Kenner Avenue and began consolidating the issues gathered in the Vision workshop and developed a preliminary concept plan for land use and transportation. Most of the issues centered on development character and the transportation network. Traffic, parking lots, and lack of sidewalks topped the list of what the community did not like about the area while the mix of uses and

services, the creek and surrounding open space, and convenience were what they liked the most. What the community desired to see in the future was a more balanced transportation system and development that created a sense of place. Sidewalks and mass transit were most desired while issues related to character, from hidden parking to creating a village center, rounded out the vision. As issues were consolidated, design concepts emerged that were presented Wednesday evening for public input. The major land use concepts included proposals for a pedestrian friendly village center around the intersection of Harding Pike and White Bridge Road, the reclamation of Richland Creek, a hospital district around St. Thomas that ensured expansion compatible and accessible to the village center, and the establishment of higher density residential districts to provide a transition to the lower density neighborhoods nearby. The major transportation concepts included proposals for a connector or bypass from White Bridge Road into the village center as well as the relocation of the Kenner Avenue traffic signal to aid the congested Harding and White Bridge intersection, better circulation between properties within the village center, and more connections to provide multiple means of accessing the center. The bypass from White Bridge Road to Harding Pike, located between St. Thomas and the Aquinas campus, received the most criticism at the Concept Presenta-



tion and was removed from consideration.

On the last days of the charrette, staff worked to refine the plan through illustrations that captured the proposed development character of the area. The team completed a development scenario for how development within a pedestrian friendly village center should occur. The development scenario included the transportation components that supported the community's vision, and street sections and streetscape images were developed to show the importance of street design in creating a well-balanced land use and transportation system. On Friday evening the charrette ended with a presentation of the plan refinements and public input. After receiving additional comments on the plan, the team pledged to review and refine their findings and follow-up with the community in April.

### Follow-up

After the charrette, the team was asked to review additional transportation alternatives that heavily favored the single occupancy vehicle. While some of the options that were studied, such as a tunnel from Belle Meade Plaza to St. Thomas, offered some balance in modes of transportation, others, such as an overpass or single point interchange at the Harding and White Bridge intersection, favored only the automobile and were,

therefore, out of line with the community's vision. Ultimately, projected costs of the alternatives outweighed the benefits and those proposals were not included in the transportation plan. One component of the transportation plan that was debated heavily was the proposed widening of Harding Pike to six lanes. The transportation consultant, the Tennessee Department of Transportation, and the Public Works Department felt strongly that the plan should accommodate the eventual widening of Harding. Planning staff were concerned that a six lane street could increase the difficulty of crossing on foot or bike. Finally, the widening was included in the plan; however, a street section was proposed to make the street safer and more comfortable to walk along and cross through the use of wide sidewalks, street trees, crosswalks, and pedestrian refuges.

In early April, the team returned to the community to present the additional study that was requested as well as the package of transportation changes proposed for the area. Discussions related to land use were limited to the character of development along the street that would encourage and support the balanced transportation system outlined in the transportation system proposals. The team also met with the transportation agencies to garner their input on the proposals as well. Between



*The first development scenario included all four quadrants of the Harding and White Bridge intersection.*

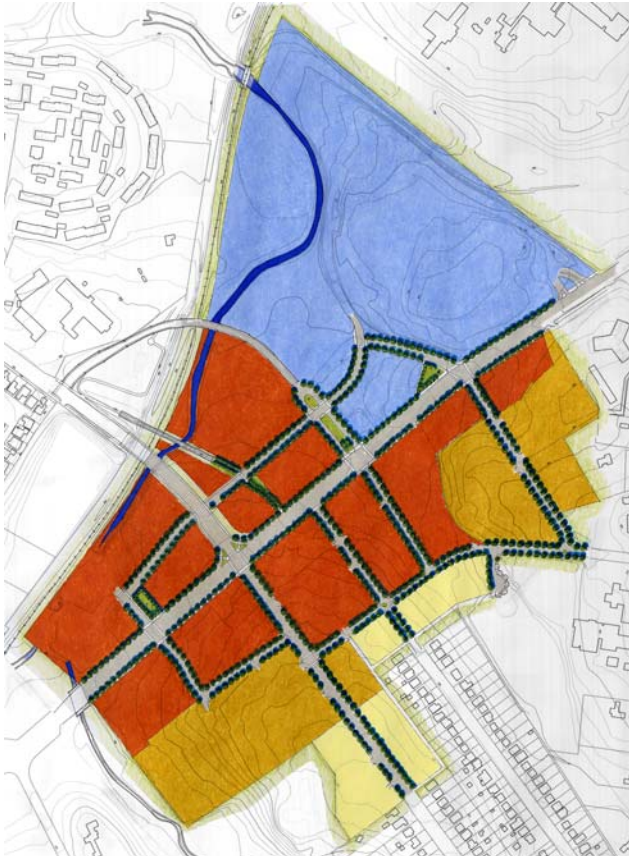
**Left**

*Illustrations and perspectives provided ideas for how the streets and buildings would develop according to the vision. **Below and Opposite, above***

*The first draft of the Harding Town Center regulating plan included standards for four sub-districts. **Opposite, below***







the agency meeting and the public meeting, the proposals received the support necessary to move forward in developing a draft plan. The community also showed their support for an Urban Design Overlay to ensure that the character of new development met the vision and complemented the proposed transportation system. Staff and the consultant began working on the draft Urban Design Overlay and Transportation Plan in late April.

### Building a Consensus

At the end of June, the team presented the draft Urban Design Overlay and Transportation Plan for Harding Town Center to a large crowd for public comment. The Urban Design Overlay (UDO) incorporated all of the components of the transportation plan into a plan with sub-districts of varying character and purpose. Design goals and objectives became the backbone of the vision, while images, street sections, and standards established requirements to meet the vision. Staff also presented proposed zone changes within the boundary of the UDO which would allow land uses that supported the vision and proposed standards. Proposed zone changes included allowing a greater mix of uses and higher density residential near the edge of the UDO. The public was given two weeks to review and provide comments on the proposed plans. At the end of the review period, there was not

clear support for the plan. There were enough members of the community that were uncomfortable with some of the components of the plan, including certain proposed rezonings and transportation solutions, so additional study was requested.

The District Councilmember, John Summers, began meeting with neighborhood associations and individual property owners throughout the summer to gather their concerns and reach a compromise. Councilman Summers requested that Staff revise their plan to eliminate the high density residential sub-districts, confine the overlay to the northeast and southeast quadrants of the Harding and White Bridge intersection, where development pressure was greatest, and remove some of the minor components of the transportation plan. After studying the request, staff felt that the proposed changes would not severely compromise the community's vision and agreed to revise the plan accordingly.

In early October, the team presented the final draft of the UDO and Transportation Plan to the public. While the support was not unanimous, the community was, overall, pleased with the changes. Councilman Summers continued to meet with neighborhood groups and concerned individuals through the end of the year and the plans moved forward into the approval process in early 2005.