



LENOXVILLE

URBAN DESIGN OVERLAY
(AMENDMENTS 1 & 2)

NASHVILLE/DAVIDSON COUNTY, TENNESSEE

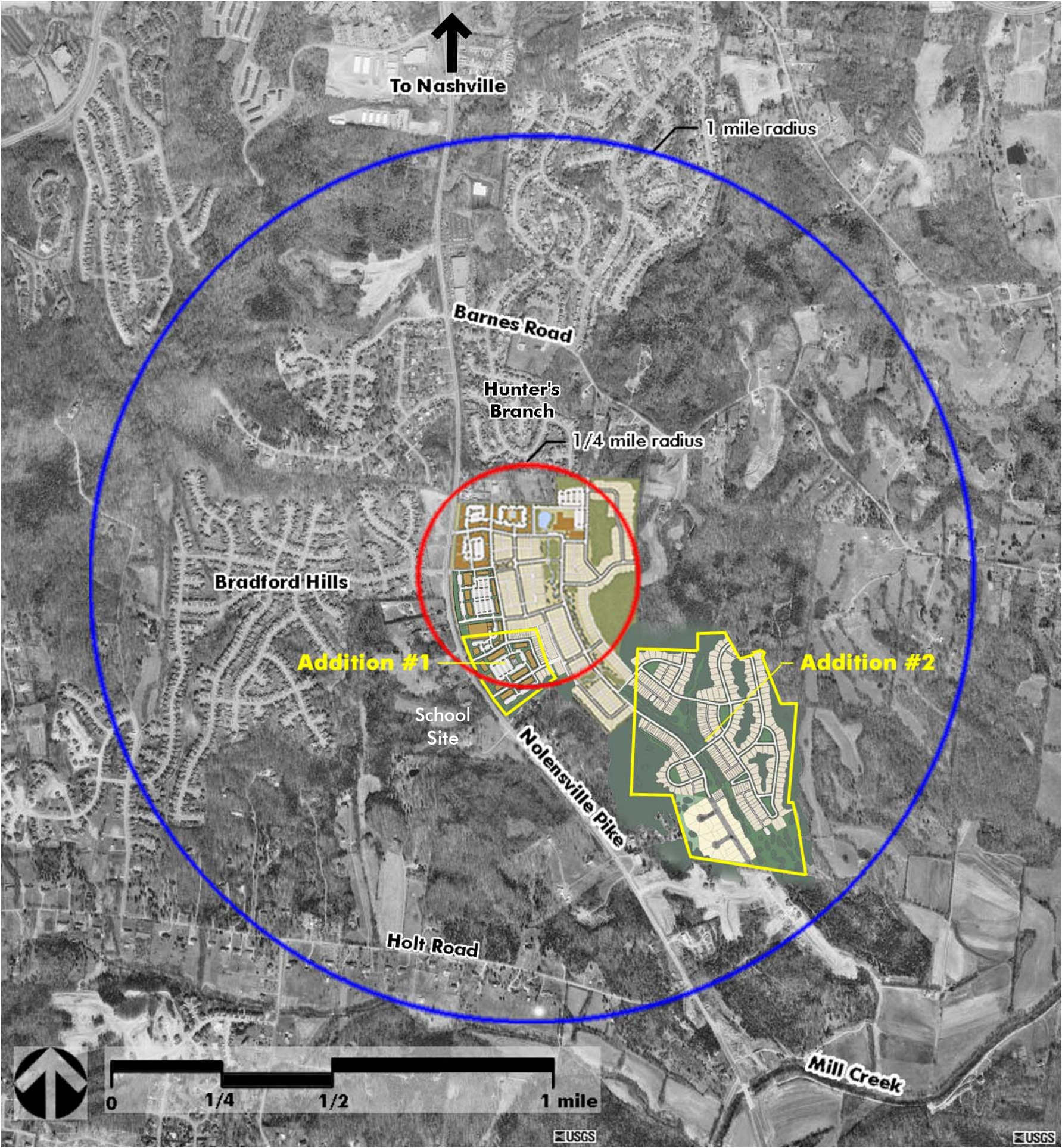
REGENT DEVELOPMENT, LLC

AS ADOPTED WITH AMENDMENTS

LENOX VILLAGE
NASHVILLE, TENNESSEE
REGENT DEVELOPMENT, LLC

Table of Contents

Site Description Page 1
Opportunities & Constraints Page 2
Village Concepts Page 3
Design Plan - Overview Page 4
Design Plan - Overview - Addition #2 Page 5
Design Plan - Street Network Page 6
Design Plan - Street Network - Addition #2 Page 7
Street Sections Page 8
Street Sections (continued) Page 9
Design Plan - Open Space and
Landscape Buffering Page 10
Design Plan - Open Space and
Landscape Buffering Addition #2 Page 11
Design Plan - Building Typology Page 12
Design Plan - Building Typology Addition #2 Page 13
Village Core Buildings Page 14
Live / Work Buildings Page 15
Multi-Family Page 16
Townhouses - Single Family Attached Page 17
Single Family Detached - Rear Access Page 18
Single Family Detached - Street Access Page 19
Civic / Institutional Buildings Page 20
Signage Page 21
Design Review Page 22
Regulating Plan and Appendix 6 Pages

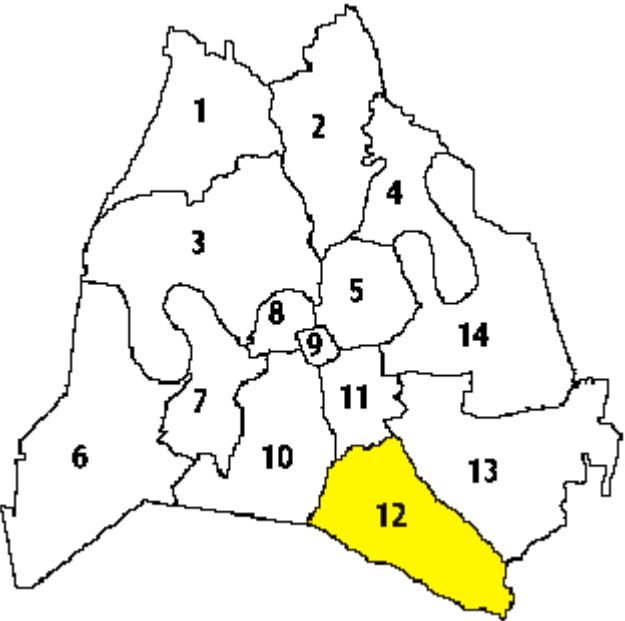


Site Description

Lenox Village is situated on a tract consisting of approximately 207 contiguous acres located within Metro Davidson County's Subarea 12. It is located approximately 1 1/2 miles south of Old Hickory Boulevard on the east side of Nolensville Pike between Barnes Road and Mill Creek and directly across from Bradford Hills Neighborhood. The tract has frontage on Nolensville Pike only, which is classified as a U6 Arterial in the Major Street Plan. Currently, a traffic signal is located at the Nolensville Pike / Bradford Hills Drive intersection. In addition to the Nolensville Road access, Lenox Village has access from the Sugar Valley subdivision and potential access from Barnes Road through future subdivisions to the north.

The site currently consists of two single-family homes, the Lord's Chapel Church and vacant land, previously used for agricultural purposes. Generally, the site is rolling with several large areas of wooded hillside and a farm pond toward the south portion of the site.

For purposes of this document, Addition #1 refers to the 14.06 acres of land along Nolensville Pike at the southern end of the Village Core. Addition #2 refers to the 92.44 acres of land at the southeast end of Lenox Village (see aerial image this page).



Metro / Davidson County Subareas

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC



Existing signal at Bradford Hills Drive and Nolensville Pike



Existing Northern connection to Nolensville Pike



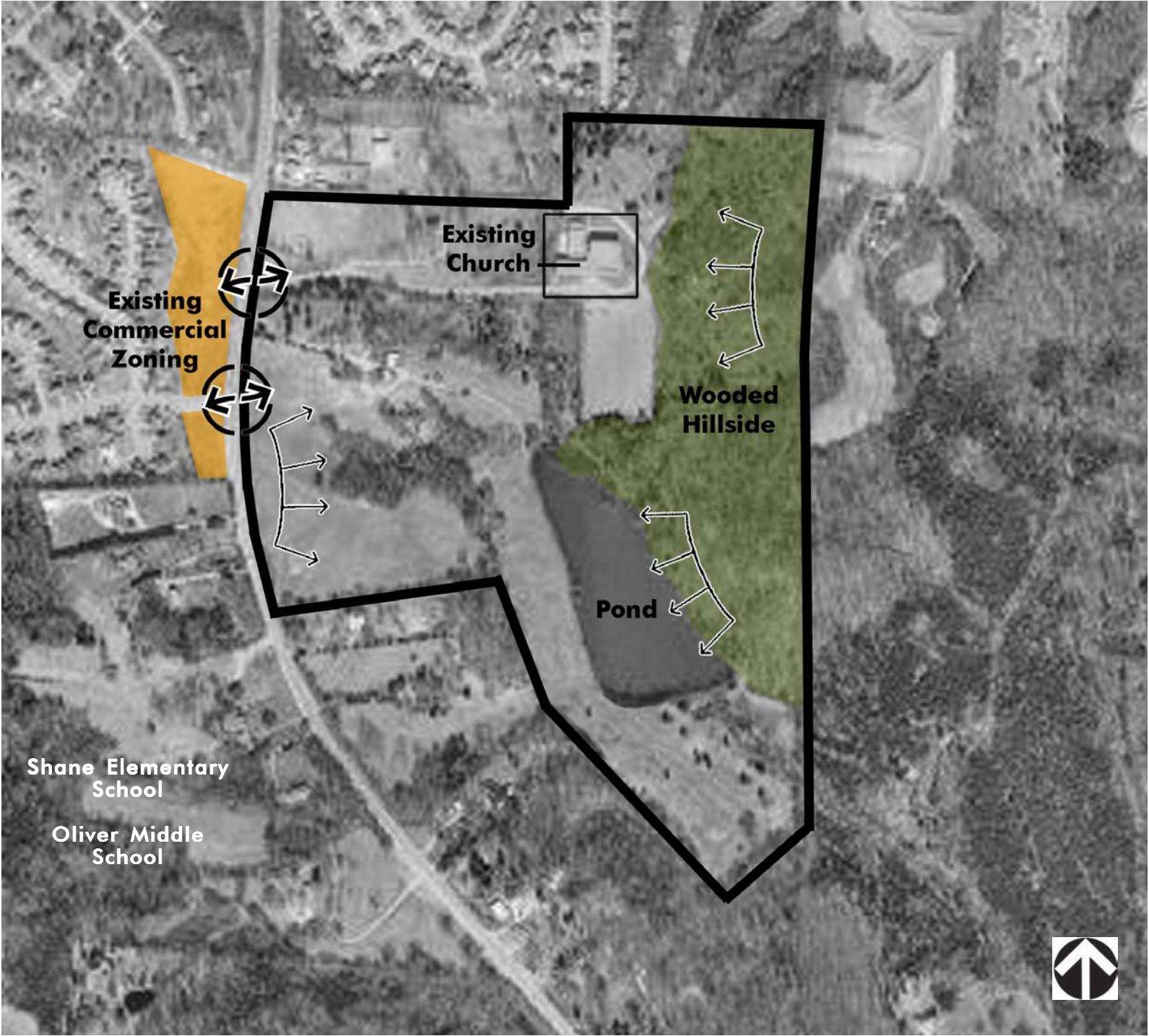
Opportunity to enhance existing natural streamway



Existing man made pond to be restored to natural streamway



View from interior of site West towards Nolensville Pike



Opportunities & Constraints

The entire site has been carefully researched, mapped, walked and analyzed in the planning of the Lenox Village Urban Design Overlay. This analysis not only took into account the natural and man-made features of the site itself, but its relationship to the surrounding properties and neighborhoods, rights-of-way, views and the area as a whole.

The two major form-givers to the site are the wooded hillsides and the stream that feeds the pond. The wooded hillsides create a backdrop for the village to the east, form a buffer between the village and future development to the east, and provide habitat for wildlife. Existing rock outcroppings and large boulders provide opportunities for discovery within this natural sanctuary.

The stream bed acts as a natural focal point from all sides of the site. A tributary to Mill Creek, the stream provides a continuous public amenity with the potential to connect to the planned Mill Creek Greenway. Access and views down to this green spine become a major determinate of the street, lot, and block orientation.

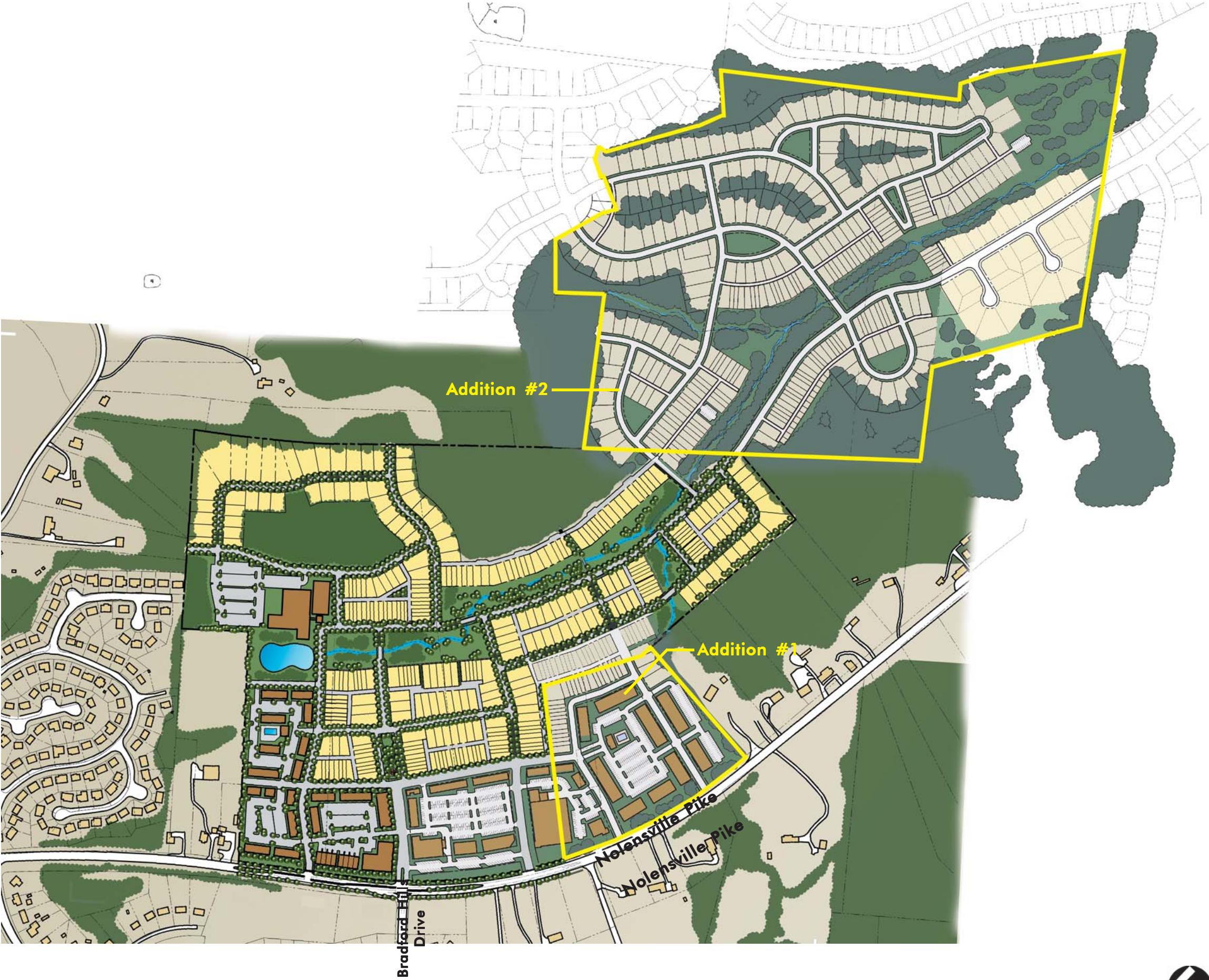
- Other key opportunities include:
- sloping topography from Nolensville Pike allows for view corridors across the site to the open spaces and the hillside beyond;
 - sloping topography from all directions toward the central stream spine provides a sense of containment within the village;
 - tree-lines along fences, property lines, and the stream, along with the wooded hillsides, provide several natural enclosures within the site;
 - the existing church is perfectly situated to become a major focal point, a community amenity and a terminus along the stream greenway;
 - approximately ¼ mile of frontage on Nolensville Pike allows for multiple access points to the village;
 - existing Commercial properties on the West side of Nolensville Pike provide potential for expansion of the UDO and of the village core.

- Constraints:
- the existing pond impedes the natural flow downstream and prevents the Nashville Crayfish, an endangered species, from expanding its habitat;
 - severe slopes along the hillsides limit development potential;
 - Nolensville Pike is currently designed to allow fast moving traffic, not sympathetic to the village concept;
 - grade changes along Nolensville Pike will require significant regrading for access to the site.

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC



Village Concepts

Lenox Village is designed with the following time-tested, traditional planning principles to provide a safe, integrated street network, neighborhood amenities and a sense of community.

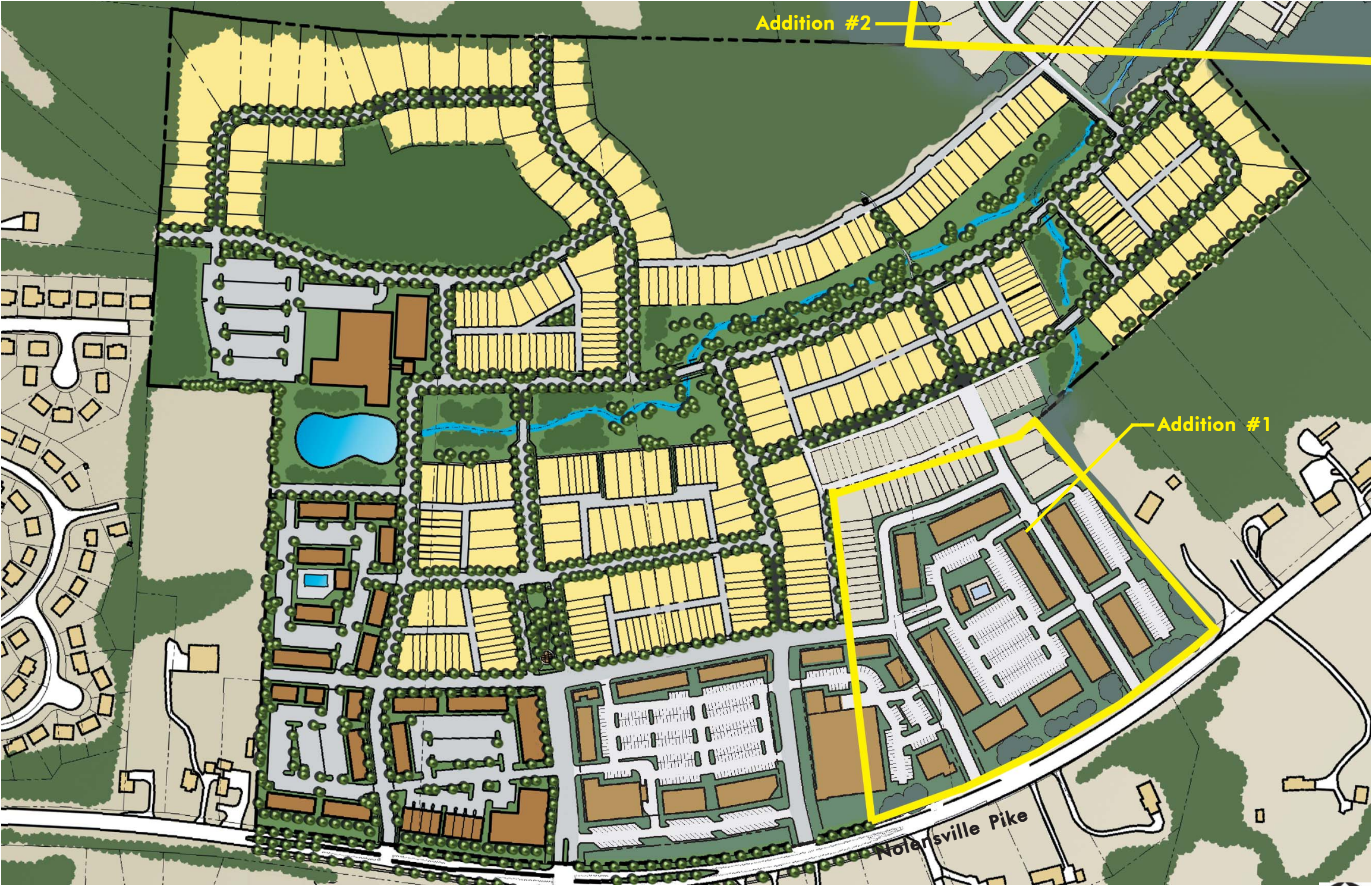
- The interconnected street grid provides for dispersion of automobile traffic and multiple access points for emergency vehicles. To the greatest extent possible, blocks have a maximum length of 600 feet.
- Multiple entrances and future street extensions allow for dispersion of automobile traffic and potential connections for future development.
- Alleys provide a place for trash pickup, utilities and parking.
- The Village streets encourage residents to walk by providing sidewalks, street trees and traffic calming techniques such as narrow lanes and parallel parking.
- Both formal and informal open spaces provide a variety of active and passive recreation opportunities for the public and focal points for the community.
- The mixed-use Village Core provides residents with access to neighborhood services without getting on Nolensville Pike.
- The Village Core is situated in such a way that creates convenient automobile access for the entire community while allowing residents from the village and other adjacent neighborhoods to walk to neighborhood retail and services.
- Parking lots within the Village Core occur behind the buildings, allowing for a pedestrian oriented streetscape.
- Diverse residential building types provide housing options with a range of affordability.
- Integrating housing typologies with compatible architectural design gives a sense of community to all residents.

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.



Design Plan - Overview

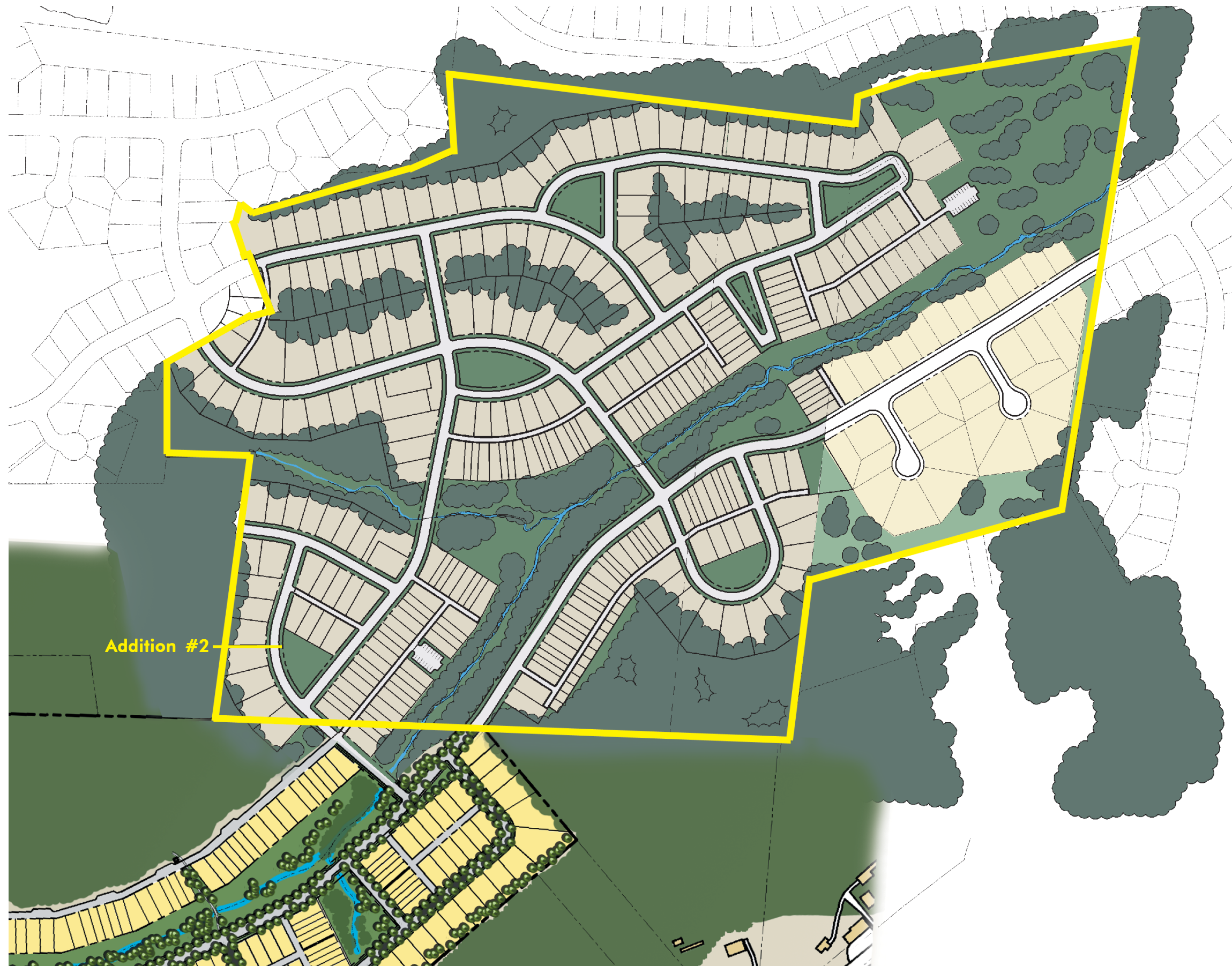
Through the Urban Design Overlay, the community will be ensured a level of quality and a sense of community. The intent of the Lenox Village UDO is to provide a comfortable, safe, mixed-use community with emphasis on pedestrian oriented streetscapes, diverse housing options, adequate open space and quality architecture. While subject to these regulations and guidelines within, the plan layout shall be flexible to respond to physical site constraints, end-users' needs, community desires and a changing market. The UDO shall allow for variations in the design of the street and open space network, individual block layout and dispersion of housing types so long that it meets the intent of the regulations and guidelines within.

More specifically, the UDO and supporting Design Guidelines are intended to:

- Insure the compatible integration of retail, office and institutional uses with residential uses;
- Insure the compatible integration of a variety of housing types, including single-family homes, townhouses and multi-family, in order to accommodate the housing needs of a diverse population;
- Maintain a scale and form of development that emphasizes sensitivity to the pedestrian environment.
- Minimize the impact of automobiles into the setting through strategies such as "shared parking," in which adjacent land uses having different peak-hour parking demands can share parking facilities;
- Minimize the need for vehicles to travel on Nolensville Road, or to travel significant distances on Nolensville Road, by providing neighborhood commercial uses within close proximity to residents;
- Achieve "traffic calming" benefits through: an integrated street network providing options for traffic flow, the avoidance of excessively wide streets, and the provision of on-street parking.
- Provide for a variety of strategically-located and carefully-designed public and/or common spaces, including streets, greens and informal open space;
- Insure the compatibility of buildings with respect to the specific character of their immediate context within this UDO boundary.
- Encourage active ground floor uses, such as restaurants, shops and services, to animate the street within the Village Center portion of the area.



Design Plan - Overview Addition #2



Addition #2

0 100' 200' 500' 1/4 mile



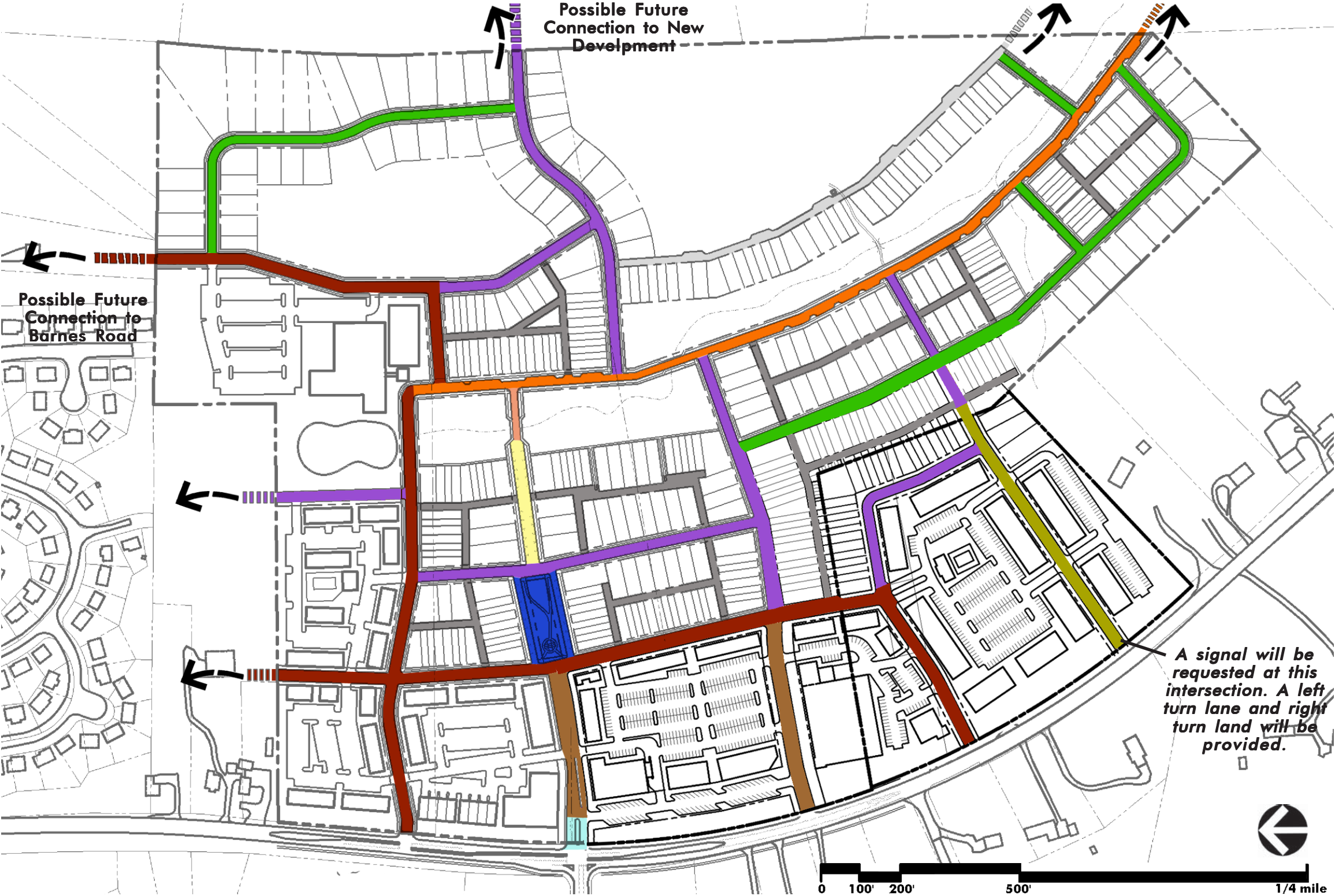
LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Page # 5



Design Plan - Street Network

The Lenox Village interconnected street network is designed to disperse automobile traffic while providing multiple entrances and access points for emergency vehicles. A total of 5 access points from Nolensville Pike are proposed. Future street extensions are desired to further disperse traffic and to provide connections to the Village from future developments. All streets and lanes will be deeded to the city as public rights-of-way, and thus will be maintained by Metro Nashville / Davidson County. Alleys shall remain private, with public easement for access and utilities. The alleys will be owned and maintained by a private organization made up of property owners. While Nolensville Pike is not within the UDO boundary, the design is critical to the success of the Village Core. A 30 mph design speed, narrow lanes, a landscaped median, cross walks and on-street parking could allow Nolensville Pike to be integrated into the Village concept. Likewise, this would create a safe and comfortable crossing for Bradford Hills residents and to future commercial development on the west side of Nolensville Pike.

LEGEND

Note: See sheets 6 and 7 for street section design.

- Section "A": Two-Way Street w/Informal Parking
- Section "B": Two-Way Street w/Informal Parking
- Section "C": Two-Way Street w/ Parallel Parking
- Section "D": Two-Way Connector Street w/ Parallel Parking
- Section "E": Two-Way Village Core Angled Parking Street
- Section "F": Village Entry Street
- Section "G": Two-Way Village Core Main Street
- Section "H": Village Green
- Section "I": Two-Way Village Connector Street w/ Parking
- Section "J": Two-Way Street
- Section "K": Two-Way Lane w/ Parallel Parking Bays
- Section "L": Residential Alley
- Section "M": Two-Way Street w/ Parallel Parking

Note: Images on this page are for visual reference only. No architectural designs have been finalized for Lenox Village.

LENOX VILLAGE

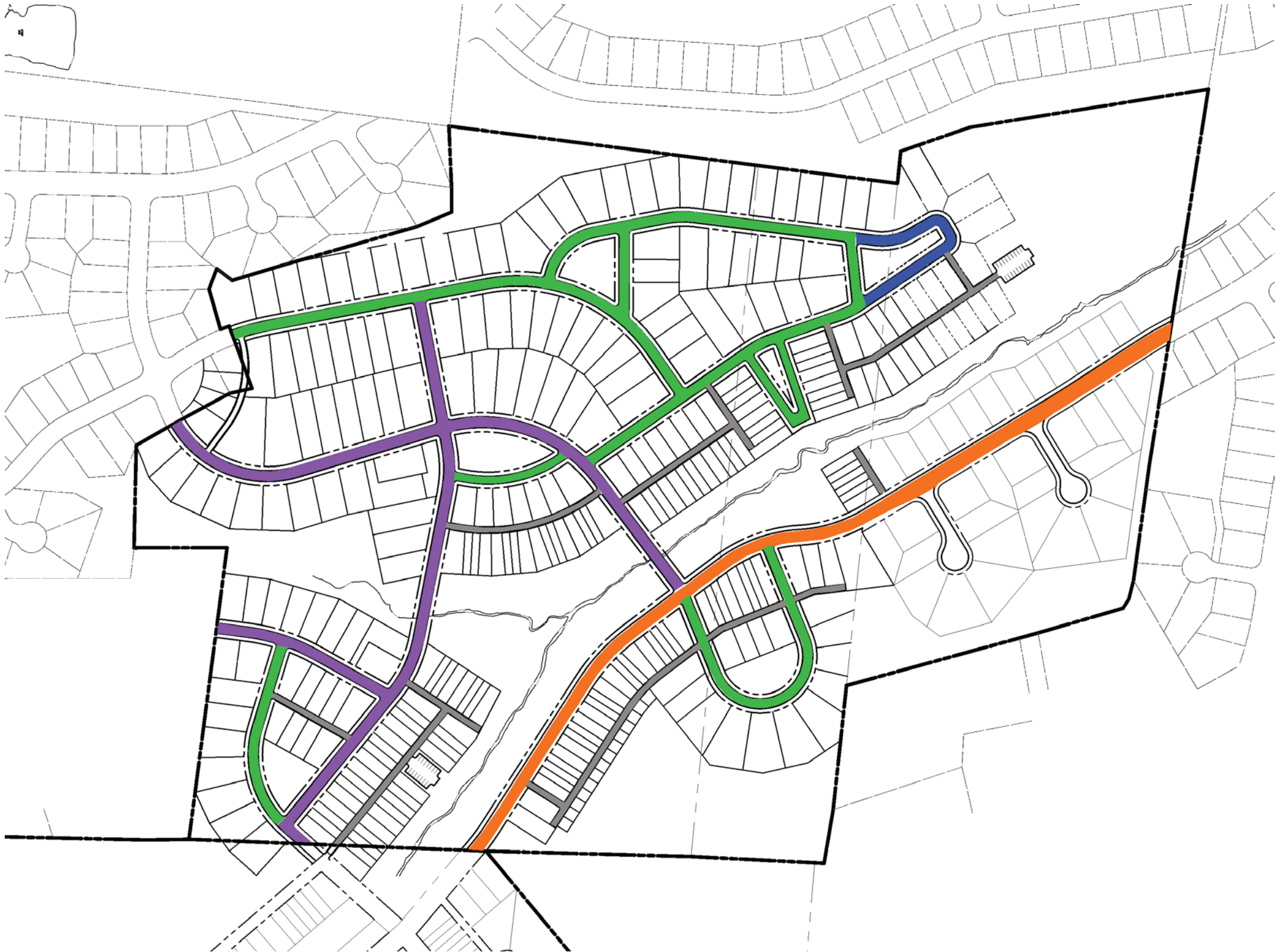
NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.



Design Plan - Street Network
Addition #2



LEGEND

- Note: See sheets 6 and 7 for street section design.
- Section "A": Two-Way Street w/ Informal Parking
 - Section "B": Two-Way Street w/ Informal Parking
 - Section "C": Two-Way Street w/ Parallel Parking
 - Section "D": Two-Way Connector Street w/ Parallel Parking
 - Section "E": Two-Way Village Core Angled Parking Street
 - Section "F": Village Entry Street
 - Section "G": Two-Way Village Core Main Street
 - Section "H": Village Green
 - Section "I": Two-Way Village Connector Street w/ Parking
 - Section "J": Two-Way Street
 - Section "K": Two-Way Lane w/ Parallel Parking Bays
 - Section "L": Residential Alley



LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Street Sections

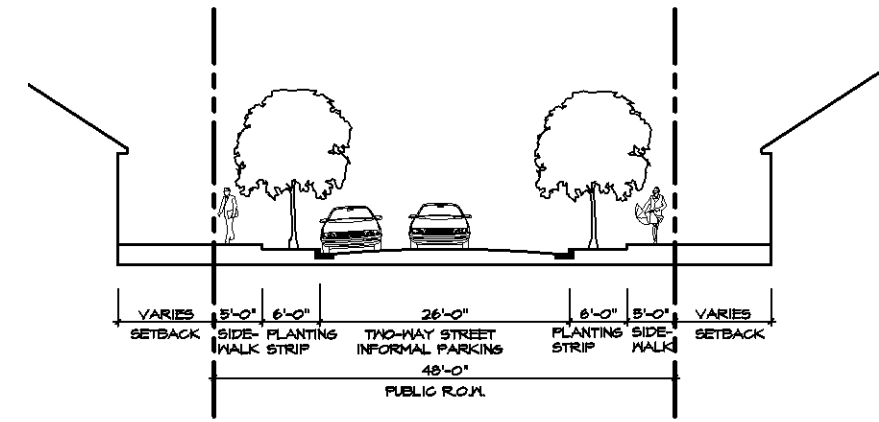
Street/Intersection Design

Each street type in Lenox Village is designed for specific conditions based on projected frequency of traffic, desired parking conditions, the types of uses and intensity of housing along that street, specific physical conditions and to allow for emergency vehicle access. While the Design Plan - Street Network illustrates the desired schematic street layout and design, the plan shall be flexible to respond to physical site conditions, dispersion of building types, community desires and a changing market. The UDO shall allow for variations in the design of the street network, street sections and block layout so long as it meets the intent of the regulations and guidelines within.

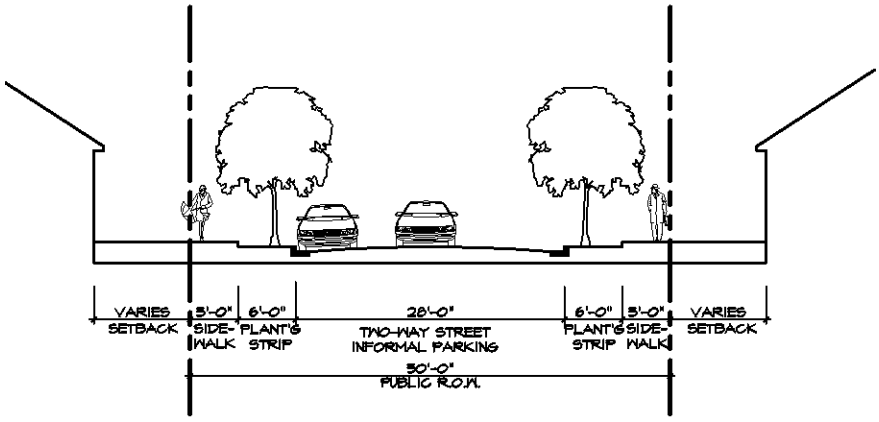
Each intersection should be designed and engineered specifically to allow for a 39' x 9' fire engine to make all possible turns free of parked cars and curbs, based on the following criteria (the desire of this plan is to keep curb radii at a minimum to allow for this):

Curb Radius at street intersections: 5' - 15'
Curb Radius at alley intersections: 5' - 10'
On-street parking - As close to intersection as is consistent with public safety.

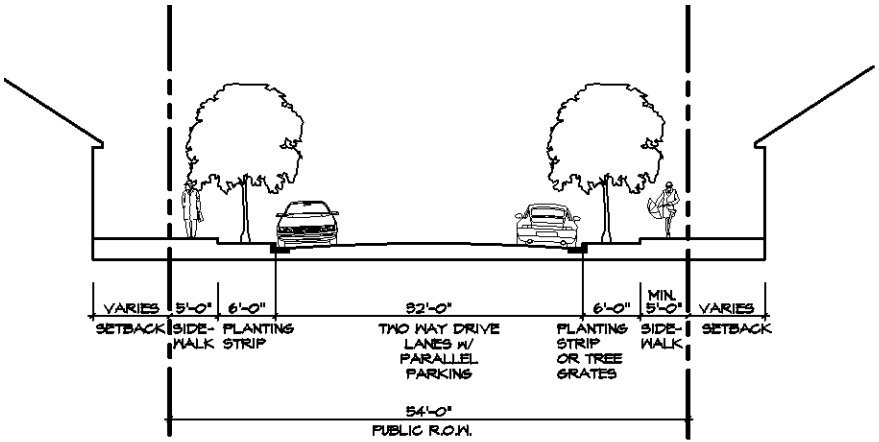
Note: All public streets within the UDO boundary will have a design speed and posted speed of 20 miles per hour . All private alleys within the UDO boundary will have a posted speed of 10 miles per hour.



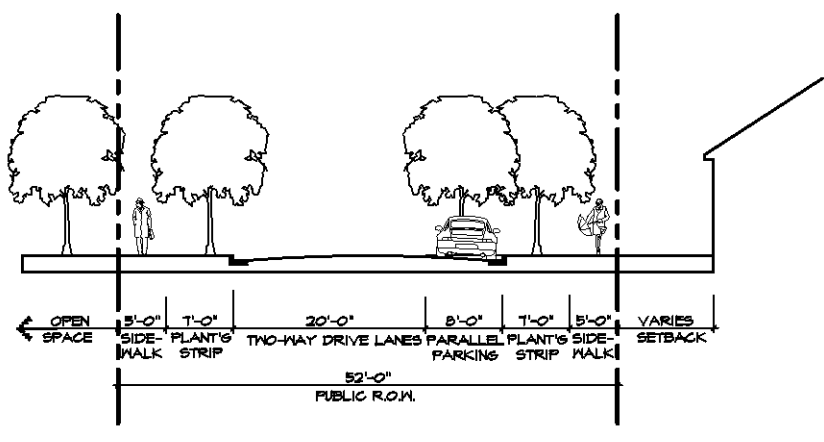
Section "A": Two-Way Street w/Informal Parking



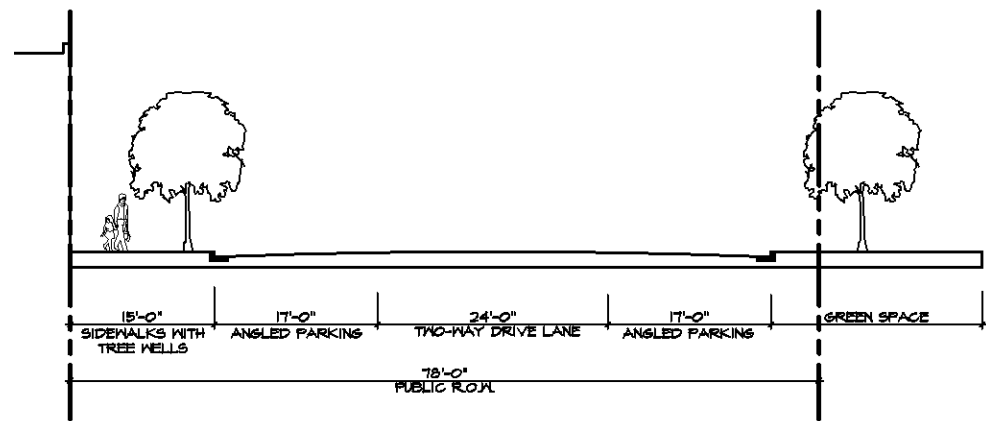
Section "B": Two-Way Street w/Informal Parking



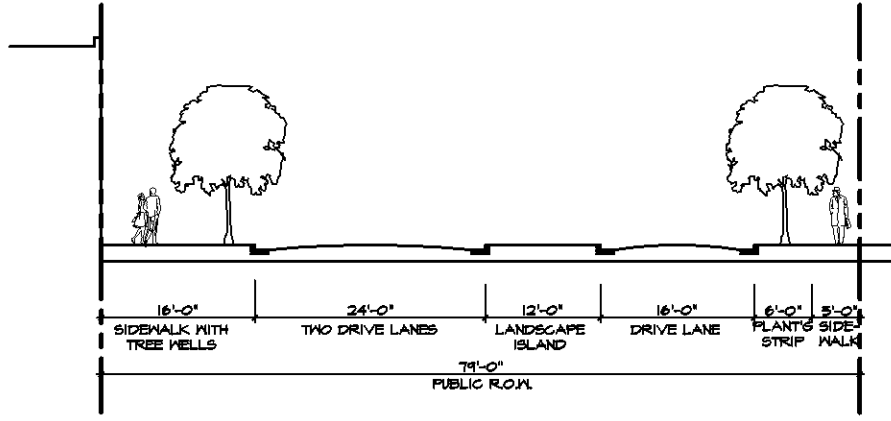
Section "C": Two-Way Street w/ Parallel Parking



Section "D": Two-Way Connector Street w/ Parallel Parking



Section "E": Two-Way Village Core Angled Parking Street



Section "F": Village Entry Street

Refer to Pages #6 & 7 for
Street Network Plans

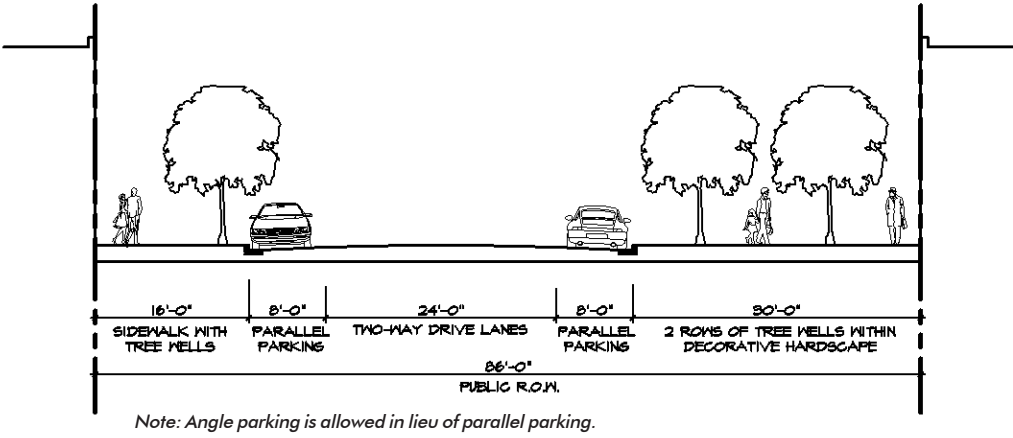
LENOX VILLAGE

NASHVILLE, TENNESSEE

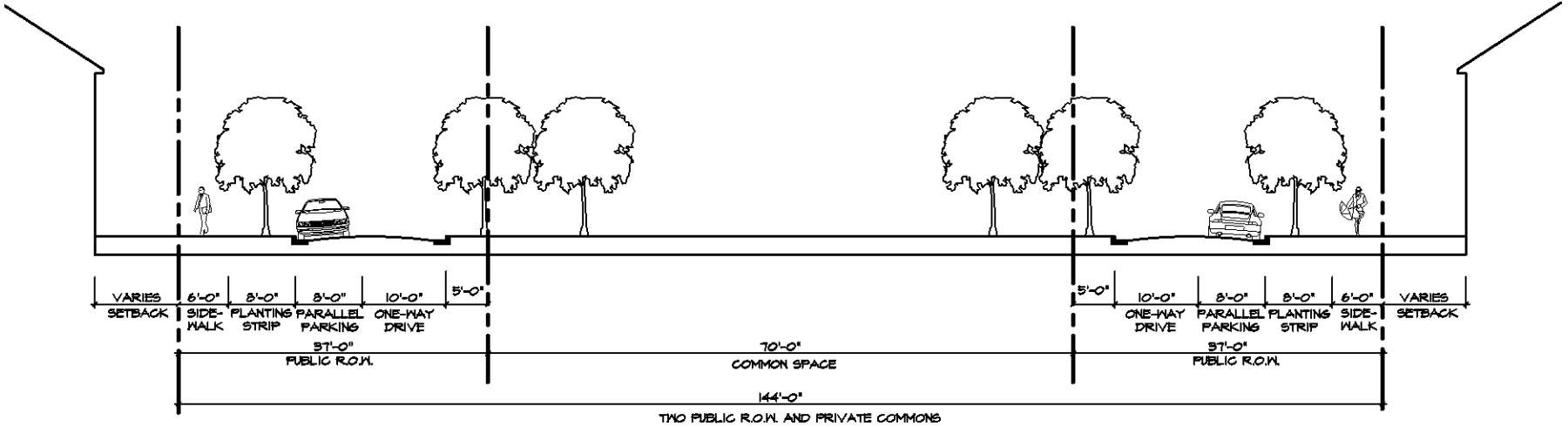
REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

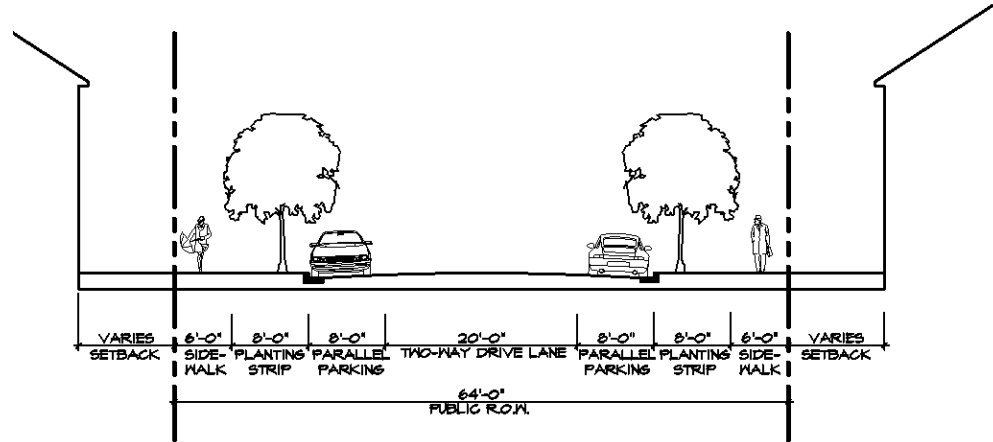
Street Sections (continued)



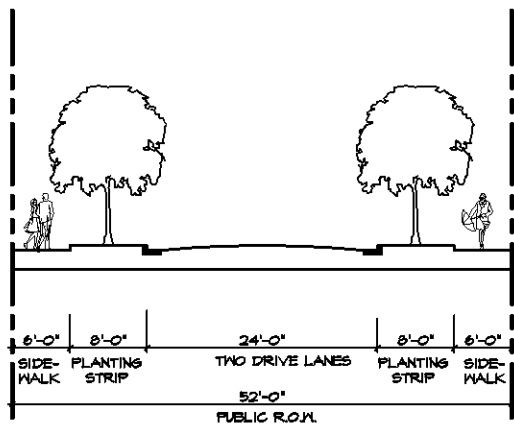
Section "G": Two-Way Village Core Main Street



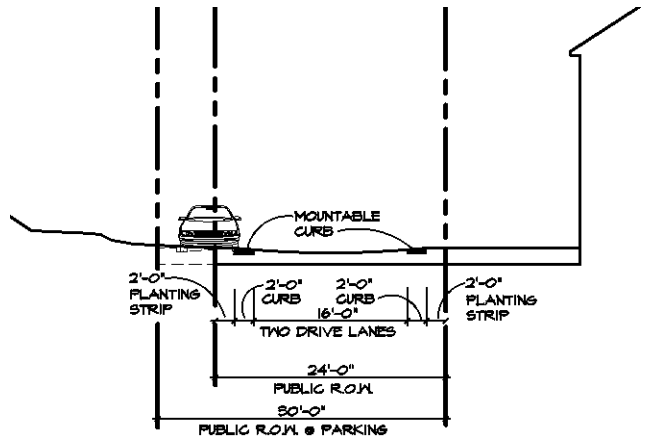
Section "H": Village Green



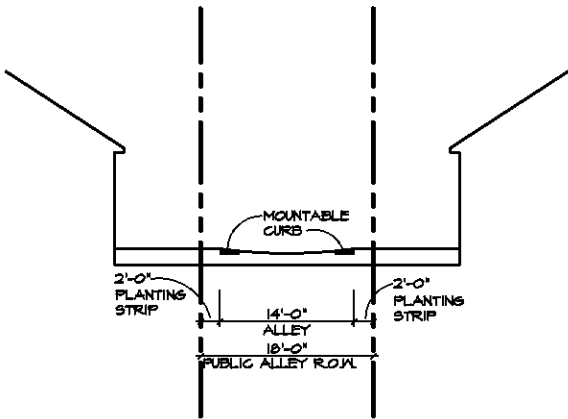
Section "I": Two-Way Village Connector Street w/ Parking



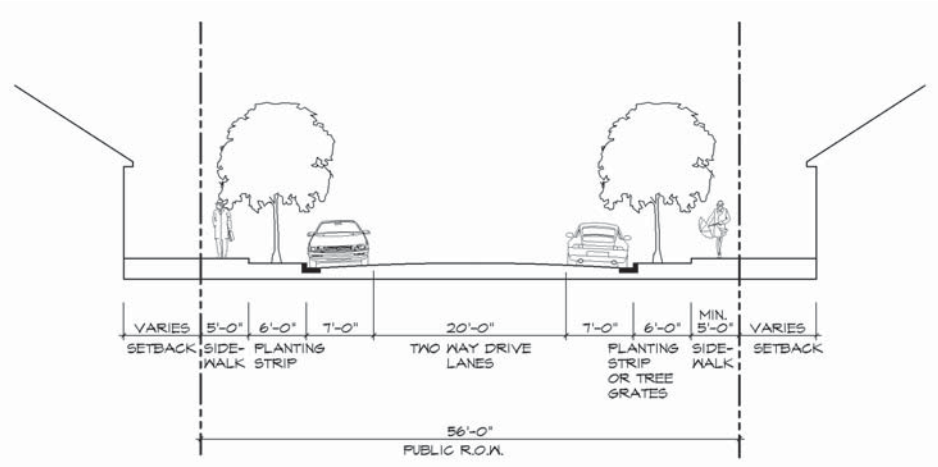
Section "J": Two-Way Street



Section "K": Two-Way Lane w/ Parallel Parking Bays
Note: Community Parking off lane shall be owned and maintained by the homeowners' association.



Section "L": Residential Alley



Section "M": Two-Way Street w/ Parallel Parking

Refer to Pages #6 & 7 for
Street Network Plans

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Design Plan- Open Space and Landscape Buffering

The design of Lenox Village accommodates a variety of formal and informal parks and open spaces as focal points for the community. Generally, streets and parcels should be oriented toward open spaces to encourage safe active use. However, larger, preserved natural areas may occur behind residential parcels. All open spaces shall be owned and maintained by a property owners' organization. Buffers may be common space or on private parcels, and shall be maintained by a property owners' organization or individual property owners, respectively. The following classifications have been included in the Lenox Village Design Plan:

Village Green:
The Village Green shall be a formal park near the village core and along the primary Village entry road. A focal element such as a fountain, gazebo, or public art shall terminate the Village core entry road. Other elements in the Village Green may include a community gathering space, flower gardens, formal and informal landscaping, lawns, paths and benches. The village green might provide a place for a tot-lot, but it shall not be the focal point of the park and it shall be contained with a low fence and landscaping.

Village Commons:
The Village Commons is similar to the Village Green except less formal.

Natural Streamway:
The Natural Streamway shall act as a central spine through Lenox Village and a natural edge along the north/south connector street. The stream should be restored where the farm pond exists, and should be landscaped naturally. Detention areas, and small ponds may be located within the Natural Streamway, but shall be designed to appear as part of the natural landscape. Continuous sidewalks shall extend along streets and lots that directly front onto Natural Streamways. The Natural Streamway may include small built components such as tot-lots, sand volleyball, picnic areas, etc.

Preserved Hillside:
Portions of wooded hillsides should be preserved to provide large natural areas for the public. Construction of trails shall minimize obstruction to rock outcroppings, slopes, vegetation and other natural features.

Neighborhood Green:
Neighborhood Greens are small formal parks within residential areas that shall be provided when other open spaces are not nearby.

Recreation Fields:
While the size of the Lenox Village UDO boundary does not warrant recreation fields for baseball, soccer, basketball, etc.; future expansion and/or connections to future developments might suggest the need for them. While they usually take up large amounts of land, recreation fields should be designed to allow continued interconnectivity of the Village street network.



Wooded hillside areas to be preserved



Natural Streamways to be preserved & restored



Small Neighborhood Greens provide relief



Village Green focal point at core entry road

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Design Plan- Open Space and
Landscape Buffering
Addition #2



LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Design Plan- Building Typology

Lenox Village is designed as a mixed use community, integrating diverse housing types, retail/restaurant, office and community services. The individual block layouts within this Urban Design Overlay are for illustration purposes only. The Design Plan and distribution of housing typologies shall be flexible to respond to physical site constraints, end-users' needs, community desires and a changing market, so long as they meet the intent of the regulations and guidelines within.

The Village Core is intended to accommodate multi-family housing and commercial uses (allowed by the base zoning) with the opportunity to live or work above. Multi-family housing shall be limited to in and around the Village Core, but shall not be disconnected from the rest of the Village. Townhouses and single family houses shall be dispersed and integrated throughout the community. A maximum of 25% of the total number of Townhouses and Single-Family Detached Houses may have one secondary dwelling. Dispersion of secondary dwellings throughout the community is encouraged. Type VI, Single Family Detached houses with street garage access are generally intended for perimeter lots and lots backing to preserved hillsides. However, when an alley or rear-lane garage access is provided, Type VI is prohibited.

See pages 14 through 20 and the Appendix for regulations and design guidelines associated with each building typology. Bulk standards provided in the Appendix shall supercede the corresponding base zoning bulk standards.

Block Layout:

The following principles should be followed in the layout and distribution of the building typologies and parcels:

- At tee intersections, streets should terminate on axis with a primary building form or architectural feature or on open space.
- On corner lots, architectural features should address both the front and side streets (e.g. corner porches, side porches, bay windows, etc.) and blank side walls should be avoided.
- Key corner lots, axis terminations and other prominent residential parcels should be reserved for custom homes where possible.
- No Townhouse, or single-family detached house should face directly down an alley.
- Common pedestrian passages may be provided between parcels to allow exterior access from front to back of townhouses.



LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Design Plan-
Building Typology
Addition #2





Village Core Buildings
Building Type I
Intent: Village Core Buildings are intended to serve the neighborhood with retail, restaurant, office and residential uses. Ground floors should have storefronts along all street facades.
Minimum Lot Area: N.A.
Minimum Lot Width at Front Setback: N.A.
Minimum Lot Depth: N.A..
Front Build-to Line: Where buildings directly front the public right of way, 80% of the front facade must be built to the front property line; where buildings front common areas (e.g. sidewalks, parking, open space), 80% of the front facade must be built to the back of the proposed sidewalk. Projections and recesses up to 2 feet for architectural articulation are permitted within the 80%.
Note: 100% of lot frontage should meet the build-to line requirement, excluding access drives (max. 62 feet between buildings) and pedestrian passages (max. 20 feet between buildings).
Note: For buildings fronting Nolensville Pike, 80% of the front building facade shall be built between 5ft. and 20 ft. of the front property line.
Minimum Side Yard Setback: None
Minimum Rear Yard Setback: None
Maximum Height: 4 stories
Minimum Height: 20 ft.
Minimum Ground Floor Height: 14 ft. floor to floor (floor to roof for one-story building)
Off Street Parking Spaces: None Required
Off Street Parking Location: Where provided, off street parking should be located behind buildings with the exception of single loaded access drives connecting to "C" streets as shown on the Design Plan-Street Network on page #6. Access drives to interior parking areas are permitted to connect to street types "G" and "E" provided they contain a maximum of two 12' drive lanes only.
Passages: Landscaped passages are encouraged between buildings to provide access from rear parking areas to the building fronts.
Note: The developer shall form a Design Review Committee. This committee will be charged with design review of all building designs to ensure compatibility and conformance with architectural design guidelines and covenants that do not fall under the purview of Metropolitan Government.

See Appendix for additional regulations.
Note: Images on this page are for visual reference only. No architectural designs have been finalized.

LENOX VILLAGE
NASHVILLE, TENNESSEE
REGENT DEVELOPMENT, LLC
© 2001 Looney Ricks Kiss, Inc. **Page # 14**





Live/Work Buildings

Building Type II

Intent: Live/Work Buildings are intended to provide the opportunity to live directly above a workplace. Ground floors may have retail, office or residential uses.

Minimum Lot Area: N.A.

Minimum Lot Width at Front Setback: N.A.

Minimum Lot Depth: N.A..

Front Build-to Line: Where buildings directly front the public right-of-way, 80% of the front facade must be built to within 0 ft. and 15 ft. of the front property line; where buildings front common areas (e.g. sidewalks, parking, open space), 80 % of the front facade shall be built to within 0 ft. and 15 ft. of the back of the proposed sidewalk.

Note: 100% of lot frontage should meet the build-to line requirement, excluding access drives (max. 62 feet between buildings) and pedestrian passages (max. 20 feet between buildings).

Note: For buildings fronting Nolensville Pike, 80% of the front facade shall be built between 5 ft. and 20 ft. of the front property line.

Minimum Side Yard Setback: None

Minimum Rear Yard Setback: None

Maximum Height: 3-1/2 stories (3 stories plus occupied attic)

Minimum Height: 2 stories

Off Street Parking Spaces: None Required

Off Street Parking Location:

Where provided, off street parking should be located behind buildings with the exception of single loaded access drives connecting to "C" streets as shown on the Design Plan- Street Network on page #6. Access drives to interior parking areas are permitted to connect to street types "G" and "E" provided they contain a maximum of two 12' drive lanes only.

Passages: Landscaped passages are encouraged between buildings to provide access from rear parking areas to the building fronts.

Note: The developer shall form a Design Review Committee. This committee will be charged with design review of all building designs to ensure compatibility and conformance with architectural design guidelines and covenants that do not fall under the purview of Metropolitan Government.

See Appendix for additional regulations.

Note: Images on this page are for visual reference only. No architectural designs have been finalized.

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Page # 15



Multi-Family Buildings

Building Type III

Intent: Multi-Family buildings are intended to provide an opportunity for a more inclusive community. The desired goal is for renters to purchase property in the UDO over a period of time. Regulations and guidelines for Multi-Family buildings include clubhouses and accessory structures.

Minimum Lot Area: None
Minimum Lot Width at Front Setback: None
Minimum Lot Depth: None
Front Build-to Line: Where buildings directly front the public right of way, 80% of the front facade must be built to between 5 and 10 ft. from the front property line; where buildings front common areas (e.g. sidewalks, parking, open space), 80% of the front facade must be built to between 5 and 10 ft. from the back of the proposed sidewalk. Projections and recesses up to 2 feet for architectural articulation are permitted within the 80%.
Note: 100% of lot frontage should meet the build-to line requirement, excluding access drives (max. 62 feet between buildings) and pedestrian passages (max. 20 feet between buildings).

Note: Buildings fronting Nolensville Pike, 80% of the front facade shall be built between 5 ft. and 20 ft. of the front property line.

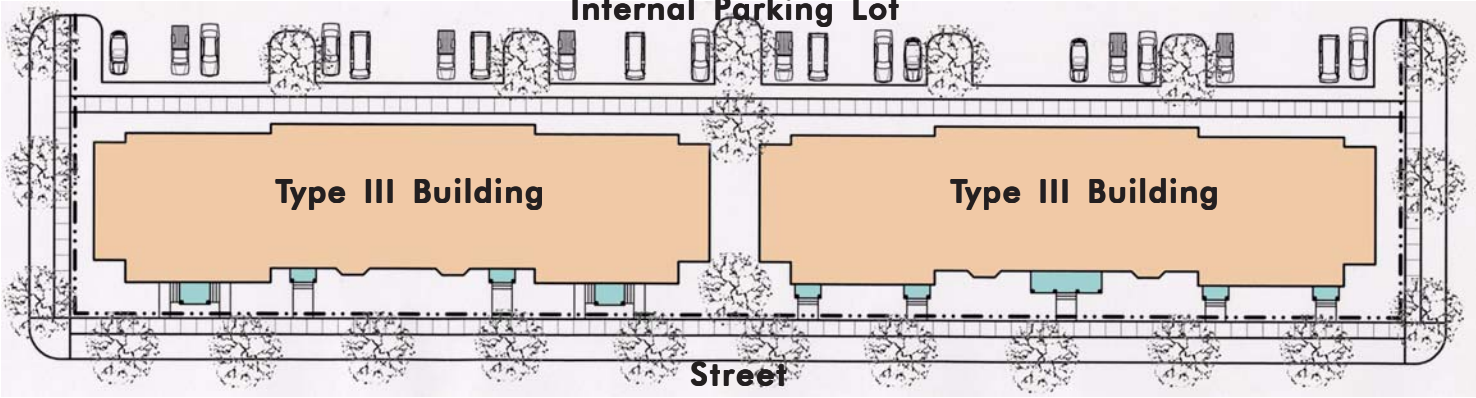
Minimum Side Yard Setback: 10 ft.
Minimum Rear Yard Setback: None
Maximum Height: 4 stories
Minimum Height: 2 stories
Minimum Raised Foundation: 12 inches
Off Street Parking Spaces: None Required
Off Street Parking Location:

Where provided, off street parking should be located behind buildings with the exception of single loaded access drives connecting to “B” and “C” streets as shown on the Design Plan- Street Network on page #6. Access drives to interior parking areas are permitted to connect to street types “G” and “E” provided they contain a maximum of two 12’ drive lanes only.

Passages: Landscaped passages are encouraged between buildings to provide access from rear parking areas to the building fronts.

Note: The developer shall form a Design Review Committee. This committee will be charged with design review of all building designs to ensure compatibility and conformance with architectural design guidelines and covenants that do not fall under the purview of Metropolitan Government.
See Appendix for additional regulations.

Note: Images on this page are for visual reference only. No architectural designs have been finalized.

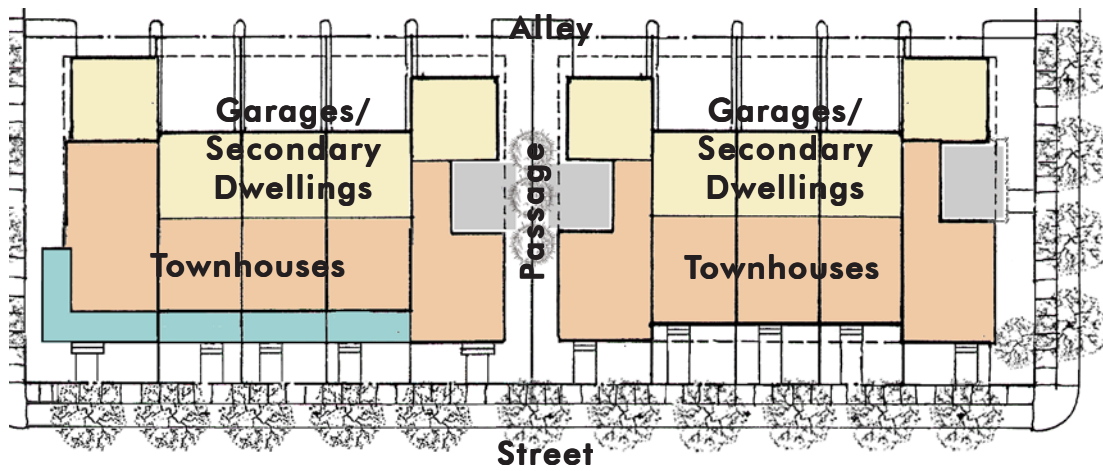


LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.



Townhouses - Single Family Attached Building Type IV

Maximum Units Per Building: 10
Minimum Lot Area: 1,080 sq. ft.
Minimum Lot Width at Front Setback: 18 ft.
Minimum Lot Depth: 60 ft.
Front Yard Build-to Line: 5-15 ft.
Minimum Side Yard Setback: 5 ft.
Minimum Rear Yard Setback: 5 ft.; garages must be setback from the rear property line either 5 ft. or greater than 15 ft.; garages on parcels at the end of a block must have a garage building which is built to 5 ft. from the rear property line.
Maximum Height: 35 ft. to mean height of roof.
Minimum Raised Foundation: 18 in. except where front building wall is 10 ft. or less from the property line it shall be 24 in.
Off Street Parking Spaces: Two parking spaces per unit plus one parking space per Secondary Dwelling shall be provided. Tandem parking behind a garage space shall be counted toward meeting these requirements.
Off Street Parking Location: Off street parking and garage access shall be from a rear alley or lane. Garage doors should not face any streets.
Secondary Dwellings: A maximum of 25% of all Single Family dwellings (including townhouses) may have a Secondary Dwelling on the same lot.
Maximum Height: The maximum height of a secondary dwelling shall be equal to the height of the primary dwelling.
Passages: Common landscaped passages are encouraged between buildings to provide outdoor front to back access.

Note: The developer shall form a Design Review Committee. This committee will be charged with design review of all building designs to ensure compatibility and conformance with architectural design guidelines and covenants that do not fall under the purview of Metropolitan Government.

See Appendix for additional regulations.

Note: Images on this page are for visual reference only. No architectural designs have been finalized.

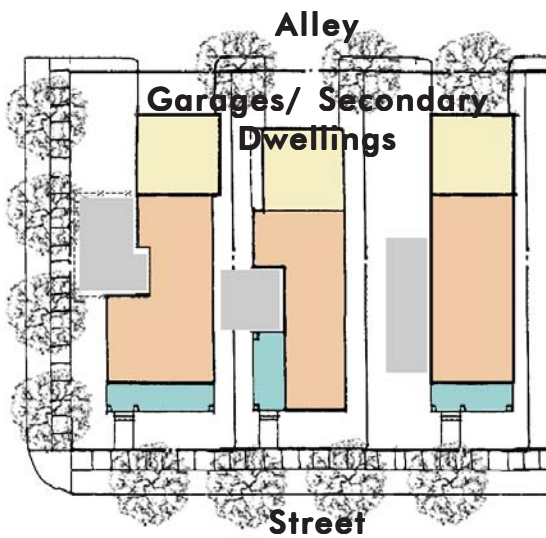
LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Page # 17



Single Family Detached - Rear Access

Building Type V

Minimum Lot Area: 3,600 sq. ft.
Minimum Lot Width at Front Setback: 36 ft.
Minimum Lot Depth: 100 ft.
Front Yard Build-to Line: 5-25 ft.
Minimum Side Yard Setback: 3 ft.
Minimum Rear Yard Setback: 5 ft.; garages must be setback from the rear property line 5 ft. or greater than 15 ft; garages on parcels at the end of a block must have a garage building which is built to 5 ft. from the rear property line.
Maximum Height: 35 ft. to mean height of roof
Minimum Raised Foundation: 18 in. except where front building wall is 10 ft. or less from the property line it shall be 24 in.
Porches: Where houses have a covered front porch, they shall be a minimum of 6 ft. in depth excluding porches where the width is approximately the same as the steps as illustrated in top center image.
Off Street Parking Spaces: Two parking spaces per unit plus one parking space per Secondary Dwelling shall be provided. Tandem parking behind a garage space shall be permitted toward meeting these requirements.
Off Street Parking Location: Off street parking and garage access shall be from a rear alley or lane. Garage doors should not face any streets.
Secondary Dwellings: A maximum of 25% of Single Family Dwellings may have one Secondary Dwelling on the same lot.
Maximum Height: The maximum height of a secondary dwelling shall be equal to the height of the primary dwelling.

Note: The developer shall form a Design Review Committee. This committee will be charged with design review of all building designs to ensure compatibility and conformance with architectural design guidelines and covenants that do not fall under the purview of Metropolitan Government.

See Appendix for additional regulations.

Note: Images on this page are for visual reference only. No architectural designs have been finalized.

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

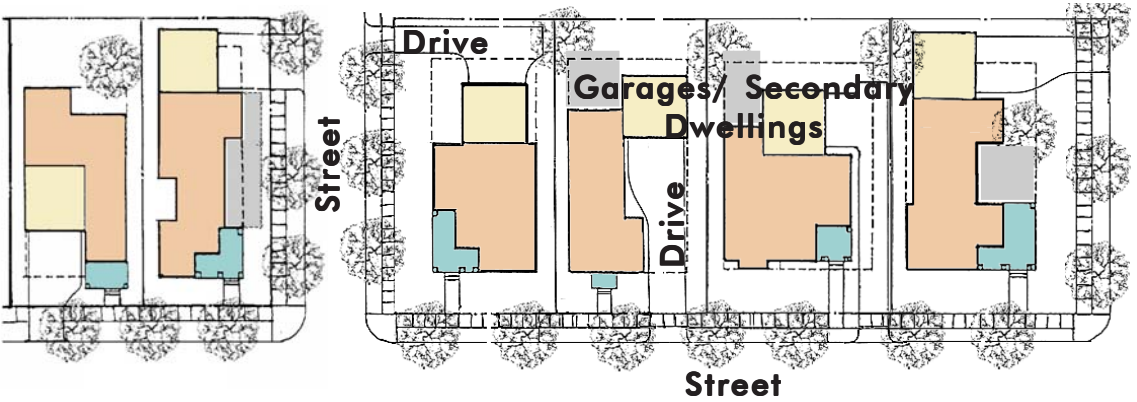
Page # 18



Single Family Detached - Street Access

Building Type VI

Minimum Lot Area: 4,000 sq. ft. (Lot area is independent of min. lot dimensions due to irregular lot shapes.)
Minimum Lot Width at Front Setback: 50 ft.
Minimum Lot Depth: 100 ft.
Front Yard Build-to Line: 5-25 ft.
Minimum Side Yard Setback: 3 ft.
Minimum Rear Yard Setback: 10 ft.
Maximum Height: 35 ft. to mean height of roof
Minimum Raised Foundation: 18 in. except where front building wall is 10 ft. or less from the property line it shall be 24 in.
Porches: Where houses have a covered front porch, they shall be a minimum of 6 ft. in depth excluding porches where the width is approximately the same as the steps as illustrated in top left image.
Off Street Parking Spaces: Two parking spaces per unit plus one parking space per Secondary Dwelling shall be provided.
Off Street Parking Location: Garages must be recessed a minimum of 15 ft. from the front facade or porch. The back of parking pads must be recessed a minimum of 15 ft. from the front facade or porch. Driveways shall be limited to 12 ft. wide where they cross the front property line. Driveways may be from the side street.
Secondary Dwellings: A maximum of 25% of all Single Family Dwellings may have one Secondary Dwelling on the same lot.
Maximum Height: The maximum height of a secondary dwelling shall be equal to the height of the primary dwelling.



Note: The developer shall form a Design Review Committee. This committee will be charged with design review of all building designs to ensure compatibility and conformance with architectural design guidelines and covenants that do not fall under the purview of Metropolitan Government.
See Appendix for additional regulations.

Note: Images on this page are for visual reference only. No architectural designs have been finalized.

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Page # 19



Civic / Institutional Buildings

Building Type VII

Intent: Civic and Institutional buildings should be designed with prominence and monumentality. Key architectural features should act as community focal points. Where possible, street axes should be terminated by the primary building form or architectural feature. Towers, spires, porticos and other vertical forms are encouraged.

Front Yard Setback: Set by Design Review

Minimum Side Yard Setback: Set by Design Review

Minimum Rear Yard Setback: Set by Design Review

Maximum Height: Set by Design Review

Off Street Parking Spaces: None Required

Off Street Parking Location: The majority of parking should be located to the rear or sides of the buildings and should be screened with landscaping from streets, public open spaces and adjacent properties.

Note: The developer shall form a Design Review Committee. This committee will be charged with design review of all building designs to ensure compatibility and conformance with architectural design guidelines and covenants that do not fall under the purview of Metropolitan Government.



See Appendix for additional regulations.

Note: Images on this page are for visual reference only. No architectural designs have been finalized.

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Page # 20



Signage

Intent: Signage shall be of high quality design and craftsmanship and shall compliment the architecture. See the appendix for specific sign regulations.



Note: The developer shall form a Design Review Committee. This committee will be charged with design review of all signage designs to ensure compatibility and conformance with architectural design guidelines and covenants that do not fall under the purview of Metropolitan Government.

See Appendix for additional regulations.

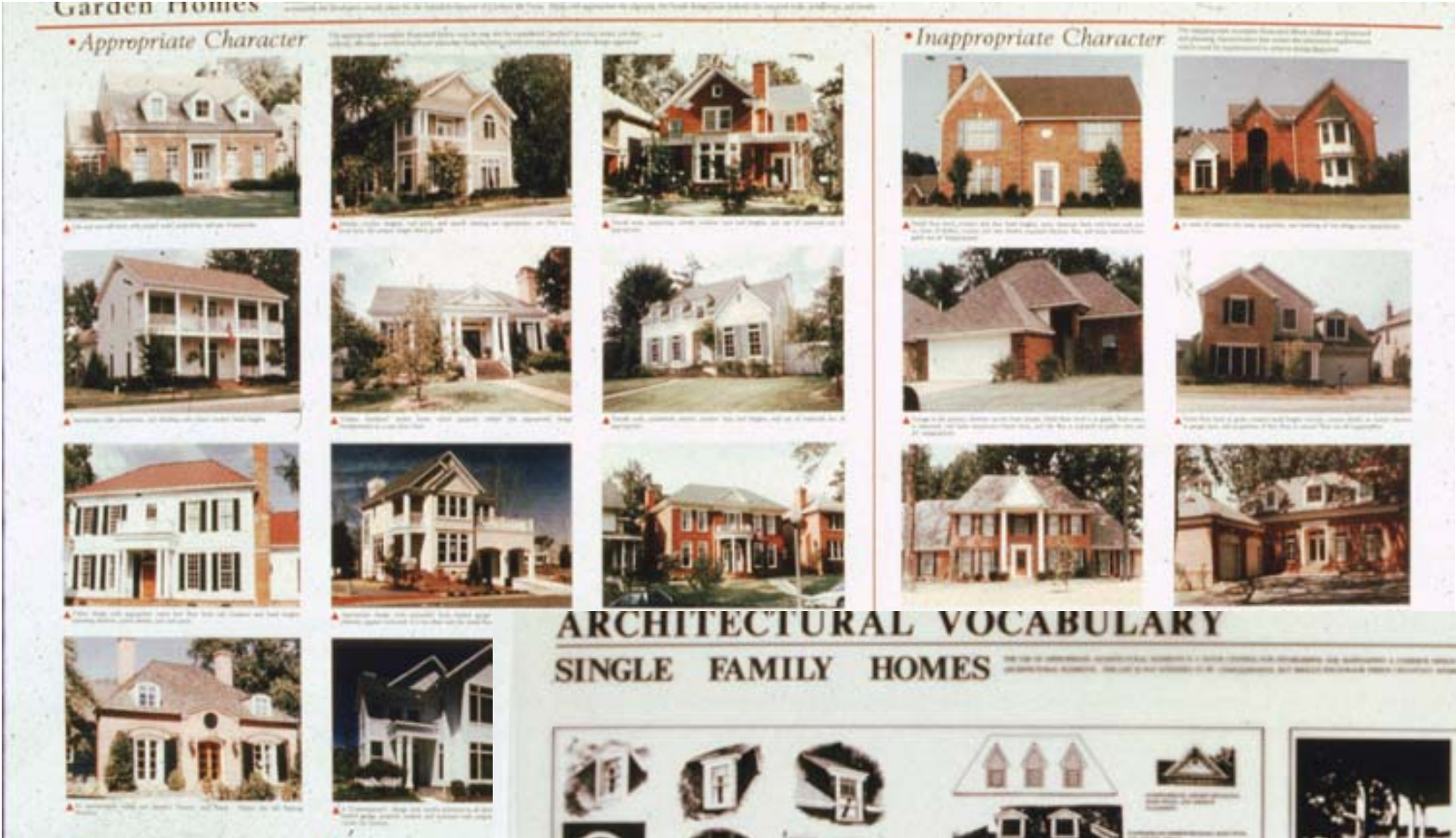
LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

Page # 21



Design Review

Final site plan review shall be in accordance with Article V of the zoning regulations.

In addition, the developer shall form a Design Review Committee. This committee will be charged with design review of all building designs to ensure compatibility and conformance with architectural design guidelines and covenants that do not fall under the purview of Metropolitan Government.

Design Guidelines will help insure successful integration of mixed-use buildings with ground level commercial and upper floor office and/or residential.

Attention will be paid to signage, awnings, seating and other details that are critical in making a place pedestrian friendly.

Decorative street lamps, shade trees and benches will help make streets and public open spaces feel enjoyable.

A design review process will ensure the use of proper proportions and details- key ingredients for timeless quality.

LENOX VILLAGE

NASHVILLE, TENNESSEE

REGENT DEVELOPMENT, LLC

© 2001 Looney Ricks Kiss, Inc.

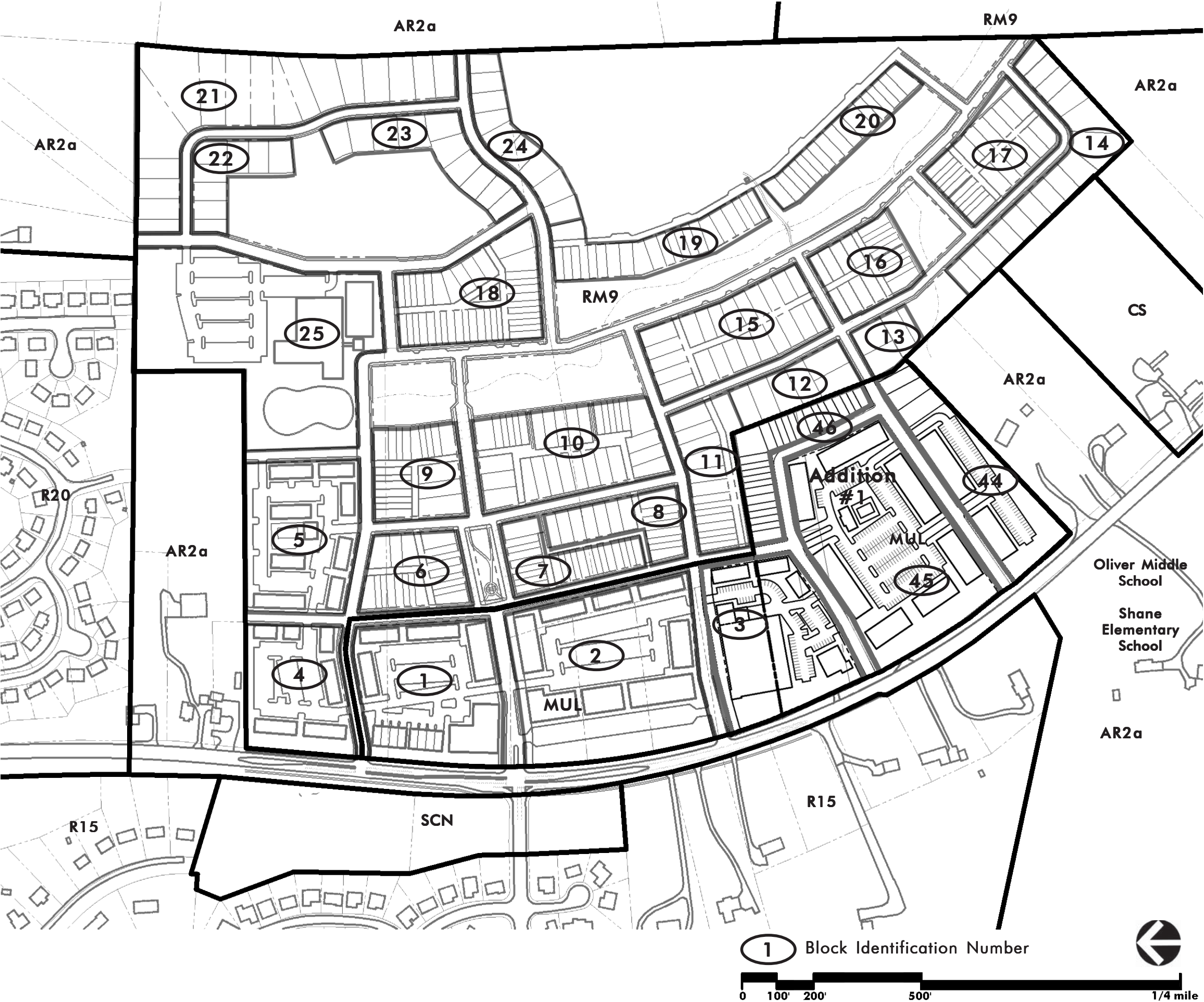
Page # 22

LENOX VILLAGE
NASHVILLE, TENNESSEE
REGENT DEVELOPMENT, LLC

Regulating Plan & Appendix



©2001 Looney Ricks Kiss Memphis Nashville Princeton
209 Second Avenue South, Suite #408
Nashville, Tennessee 37203
615.726.1110 fax 615.726.1112

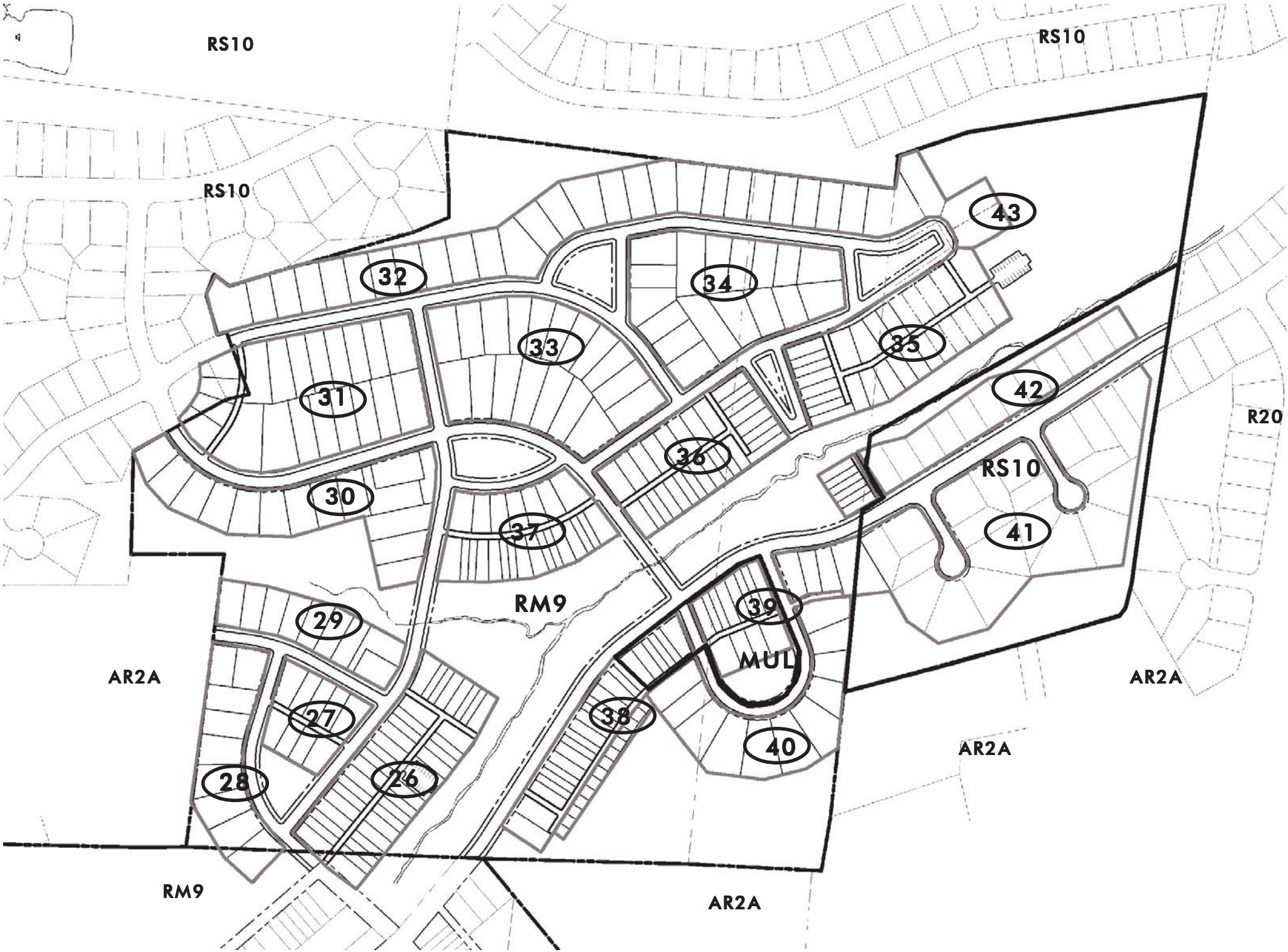


Regulating Plan

Total UDO Area: 208.04 acres
MUL Area: 35.43 acres
RM9 Area: 159.47 acres
RS10 Area: 13.14 acres
Total Maximum Residential Units (not including secondary dwellings): 1400 (includes multi-family and all single family attached and detached unit types; does not include residential units in live/work and village core buildings)
Maximum Multi-Family Units (not including Townhouses-Single Family Attached): 500
Open Space: Minimum 1 acre per 30 dwelling units.

- Notes:**
- The street and block layout illustrated on this plan are conceptual. Final construction plans may deviate from this layout as necessary to comply with required engineering standards and to make adjustments to market conditions.
 - Right-of-way dedication for future widening of Nolensville Pike shall be included on any final plat involving property that fronts Nolensville Pike in an amount sufficient to provide one half of the right-of-way required by the adopted major street plan in effect at the time the plat is filed for approval plus any additional right-of-way needed to accommodate left turn lanes at the three proposed intersections with Nolensville Pike.
 - Any final plat involving construction of segments of streets C or F that intersect Nolensville Pike shall provide for construction at developer's expense of the left turn lanes from Nolensville Pike and, in the case of street F, shall provide for the required pedestrian signal and crosswalk improvements.
 - If the Tennessee Department of Transportation approves the construction of a landscaped median in Nolensville Pike along the portion of the Pike that abuts Lenox Village, an agreement shall be negotiated between Metropolitan Government and the developers of properties along both sides of the affected section of Nolensville Pike to determine the proportionate sharing of design and construction cost among the developers along both sides. Final plats described above and for the frontage properties on the west side of Nolensville Pike shall provide for construction of the TDOT approved median at the negotiated proportionately shared expense of developers on both sides of the affected section of Nolensville Pike. The cost share for any one development for landscaping and irrigation shall not exceed \$40,000 (in year 2001 dollars).
 - The existing signal at Bradford Hills Drive shall be improved with pedestrian signals and the intersection shall be provided with ADA compliant cross walks across Nolensville Pike and the entrance road to Lenox Village.
 - Streets that are shown on the Street Network Design Plan for possible future extension to connect with streets on adjoining property shall, in the case of connection to existing streets, be connected at the time of construction only if Metropolitan Council has approved the connection.

Regulating Plan
Addition #2



SECTION A: LENOX VILLAGE URBAN DESIGN OVERLAY BULK STANDARDS. The bulk standards for the Lenox Village Urban Design Overlay (UDO) area that vary from the underlying base zone district standards are presented in this section. General provisions are listed first, followed by Table A-1 in which bulk standards are presented by building type within the UDO.

- 1) **GENERAL PROVISIONS.** The bulk standards that apply broadly within the UDO are as follows.
- a) **APPLICABILITY OF BASE ZONING DISTRICT STANDARDS:** Base district bulk standards that are not varied by provisions set forth in this section shall apply within the Lenox Village UDO.
 - b) **FLOOR SPACE EXEMPTION FOR PARKING:** Floor space designed for parking, including excess parking not required by the zoning ordinance, shall not be included in the calculation of floor area ratio.
- 2) **TABLE OF BULK STANDARDS AND PARKING REQUIREMENTS BY BUILDING TYPE.** The bulk standards that apply variably by building type within the UDO are presented in Table A-1.
- 3) **SUPPLEMENTAL STANDARDS.** The bulk standards that are not variations to the bulk standards of the Zoning Regulations to Title 17 of the Code of Metropolitan Government of Nashville and Davidson County Tennessee are listed in Table A-2.

**TABLE A-1
BULK STANDARDS BY BUILDING TYPE:
LENOX VILLAGE UDO**

BULK STANDARD/ PARKING STANDARDS	VILLAGE CORE BUILDING TYPE I	LIVE/WORK BUILDING BUILDING TYPE II	MULTI-FAMILY BUILDING TYPE III
Front Yard Set Back from Front Property Line	Where buildings directly front the public right of way, 80% of the front facade must be built to the front property line ^a ; where buildings front common areas (e.g. sidewalks, parking, open space), 80% of the front facade must be built to the back of the proposed sidewalk. ^c	Where buildings directly front the public right-of-way, 80% of the front façade must be built to within 0 ft. and 15 ft. of the front property line; where buildings front common areas (e.g. sidewalks, parking, open space), 80% of the front façade shall be built to within 0 ft. and 15 ft. of the back of the proposed sidewalk.	Where building directly front the public right of way, 80% of the front facade must be built to between 5 ft. and 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 5ft.and 10ft. from the back of the proposed sidewalk
Side Yard Setback	None Required		10 ft.
Rear Yard Setback	None Required		
Maximum Building Height	4 stories ^b	4 stories ^b	
Slope of Height Control Plane	None Required		
Max ISR	None Required		

^a Non-occupiable portions of a building, such as towers, may exceed the maximum allowable building height by a maximum of 20 percent. Where pitched roof is used, the maximum roof pitch shall be 9/12.

^b APPLICABILITY OF BUILDING HEIGHT. Non-occupiable portions of a building, such as towers, may exceed the maximum allowable building height by a maximum of twenty 20% percent. Height shall be measured to the top of the parapet at the build-

to-line for Building Type I. Where pitched roof is used, height for Building Type I shall be measured to the mean height of the roof and the maximum roof pitch shall be 9/12.

^c FRONT YARD SETBACK FROM NOLENSVILLE PIKE: For buildings front Nolensville Pike, 80% of the front façade shall be built between 5 ft. and 20 ft. of the front property line.

**TABLE A-1 (Continued)
BULK STANDARDS BY BUILDING TYPE:
LENOX VILLAGE UDO CONTINUED**

BULK STANDARD	TOWNHOUSE SINGLE FAMILY ATTACHED REAR ACCESS BUILDING TYPE IV	SINGLE FAMILY DETACHED ALLEY REAR ACCESS BUILDING TYPE V	SINGLE FAMILY DETACHED STREET ACCESS BUILDING TYPE VI	CIVIC INSTITUTIONAL
Front Yard Set Back from Front Property Line	Minimum: 5 ft. Maximum: 15 ft.	Minimum: 5 ft. Maximum: 25 ft.	Minimum: 5 ft. Maximum: 25 ft.	Set by design review
Minimum Side Yard Setback	End Units: 5 ft.*	3 ft.		
Minimum Rear Yard Setback	5 ft.		10 ft.	
Minimum Lot Area	1,080 square feet	3,600 square feet	4,000 square feet	
Garage Setback	Garages must be setback from the rear property line either 5 ft. or greater than 15 ft.; garages on parcels at the end of a block must have a garage building which is built to 5 ft. from the rear property line.	Garages must be setback from the rear property line 5 ft. or greater than 15 ft.; garages on parcels at the end of a block must have a garage building which is built to 5 ft. from the rear property line.	Garages must be recessed a minimum of 15 ft. from the front facade or porch. The back of parking pads must be recessed a minimum of 15 ft. from the front facade or porch.	Not Applicable
Driveway Width	No Requirement		12 feet maximum where they cross the front property line	Set by design review
Maximum Building Height	35 ft. to mean height of pitched roof			
Slope of Height Control Plane	Not Required			

* See Table A-2 on page 3 of 5 for maximum number of units per building.

TABLE A-2
SUPPLEMENTAL BULK STANDARDS BY BUILDING TYPE:
LENOX VILLAGE UDO

SUPPLEMENTAL REQUIREMENTS	VILLAGE CORE BUILDING TYPE I	LIVE/WORK BUILDING BUILDING TYPE II	MULTI-FAMILY BUILDING TYPE III
Required Length of Street Wall	80 % of front facade (architectural projections and recesses up to 2ft. deep are permitted)		
Minimum Lot Width at Front Setback	None Required		
Minimum Lot Depth	None Required		
Minimum Lot Area	None Required		
Minimum First Floor Height	14 ft. measured from finished floor to floor (floor to roof for one story buildings)	14 ft. measured from finished floor to floor if the ground floor is commercial	None Required
Minimum Building Height	20 ft.	2 stories	2 stories
Minimum Raised Foundation	None Required		12”

TABLE A-2 (Continued)
SUPPLEMENTAL BULK STANDARDS BY BUILDING TYPE:
LENOX VILLAGE UDO

SUPPLEMENTAL REQUIREMENTS	TOWNHOUSE SINGLE FAMILY ATTACHED REAR ACCESS BUILDING TYPE IV	SINGLE FAMILY DETACHED ALLEY REAR ACCESS BUILDING TYPE V	SINGLE FAMILY DETACHED STREET ACCESS BUILDING TYPE VI	CIVIC/ INSTITUTIONAL
Required Length of Street Wall	Not Required			Set by design review
Minimum Lot Width at Front Setback	18 ft.	36 ft.	50 ft.	
Minimum Lot Depth	90 ft.	100 ft.		
Maximum Units Per Building	10	See Supplemental Standards Section H		
Minimum Raised Foundation	18” - except where front building wall is 10' feet or less from property line it shall be 24"			Set by design review
Minimum Building Height	Not Applicable			
Minimum First Floor Height	Not Applicable			

Minimum Porch Depth	6 Feet Exception: where porch width is approximately the same as the porch stairs, no minimum applies	
---------------------	--	--

SECTION B: LENOX VILLAGE-VILLAGE CORE UDO FAÇADE STANDARDS.

1) GENERAL PROVISIONS. The façade standards that apply to the UDO are presented by building type in Table B-1.

TABLE B-1
FACADE STANDARDS BY BUILDING TYPE:

FACADE STANDARD	VILLAGE CORE BUILDING TYPE I	LIVE WORK BUILDING TYPE II	MULTI-FAMILY BUILDING TYPE III
Massing Standards	The width of any unbroken facade plane may not exceed the building height	None Required	The width of any unbroken facade plane may not exceed the building height
Window Systems	Window systems shall not exceed twenty-five (25) feet in width without being interrupted by another building material	None Required	
Public Entrances	A main building entrance shall be provided along all public streets. All doors which front public streets shall be fully glazed, with the exception of doors which are egress only.	None Required	
Materials	Vinyl siding products are prohibited on the exterior of buildings. Exterior Insulation and Finishing Systems (E.I.F.S.) are prohibited.	Vinyl siding products are prohibited on the exterior of buildings. Exterior Insulation and Finishing Systems (E.I.F.S.) are prohibited.	Vinyl siding products are prohibited on the exterior of buildings. Exterior Insulation and Finishing Systems (E.I.F.S.) are prohibited.
Glazing of Facades at Street Level	Minimum 40% of first floor facades facing public streets ^a Maximum 3 ft. sill height Minimum 10 ft. window head height.	None Required	

^a GLAZED AREA CALCULATION: The first floor glazed area calculation shall be based on the façade area measured to a height of fourteen (14) feet above grade.

SECTION C: LENOX VILLAGE UDO PARKING AND ACCESS STANDARDS. Parking standards for the Lenox Village UDO that vary from the underlying base zone district standards are presented in this section. General provisions are listed first, followed by Table C-1 in which parking standards are presented by building type within the UDO.

- 1) GENERAL PROVISIONS. The parking standards that apply broadly within the UDO are as follows.
- a) EXEMPTION FROM VISIBILITY PROVISION. Development within the UDO shall be exempt from the "visibility triangle" provisions as set forth in Section 17.20.180 of the zoning code.
 - b) PARKING STRUCTURE FACADE: The exterior facade of parking structures facing public streets shall be covered with architectural cladding.
 - c) PARKING STRUCTURE DESIGN: The following are design requirements for parking structures
 - 1. Parking structures must be disguised to have the visible appearance of surrounding climate controlled buildings;
 - 2. Parking structures shall conceal automobiles from being visible from the street; and,
 - 3. Parking structures shall have the appearance of a horizontal storied building.
 - d) STREET LEVEL LEASABLE FLOOR SPACE IN PARKING STRUCTURES:
 - i) Parking decks located at street level and fronting public streets shall have no less than one hundred percent (100%) of the lineal street frontage, exclusive of access drives, stairs and elevators, and pedestrian passages, devoted to retail/service uses at a minimum depth of twenty (20) feet.
- 2) TABLE OF PARKING STANDARDS. The parking standards that apply variably by building type within the UDO are presented in Table C-1.

TABLE C-1
PARKING STANDARDS VILLAGE CORE BUILDING TYPE I

PARKING STANDARD	VILLAGE CORE BUILDING TYPE I
Restriction on Parking in Front Setback Area	No parking allowed between the building and the street
Parking Lot Screening on Public Streets	Shade trees are required at a minimum spacing of one per 30 ft. of street frontage. Lots shall be screened along all public streets by a minimum 2 ½ ft. high year-round, visually impervious screen. ^a
Bicycle Parking	One bicycle parking space for every 10 automobile parking spaces; No fewer than 3 and no more than 50 bicycle/moped parking spaces; spaces located within a maximum distance of 100 feet of the building entrance, or shall be located at least as close as the closest automobile spaces, except for handicapped parking spaces; and, a metal anchor will secure the frame.
Drive-Thru Service	All views of drive-thru service shall be hidden from view from the public right-of-way.

^a SPECIES AND MINIMUM PLANTING STRIP. Trees required for screening purposes shall be located in planting strips that are a minimum of six (6) feet in width. Species must be from the approved Urban Forestry Plant List or approved by Planning Department staff in accordance with Urban Forester recommendations.

3. TABLE OF PARKING REQUIREMENTS. The parking requirements that apply in the UDO are listed in table C-2 by building type.

Table C-2
PARKING REQUIREMENTS
BY BUILDING TYPE

PARKING REQUIREMENTS BY BUILDING TYPE	VILLAGE CORE BUILDING TYPE I	LIVE/WORK BUILDING BUILDING TYPE II	MULTI-FAMILY BUILDING TYPE III
Parking Spaces Required	None Required		

Table C-2
PARKING STANDARDS
BY BUILDING TYPE
CONTINUED

PARKING REQUIREMENTS BY BUILDING TYPE	TOWNHOUSE BUILDING TYPE IV	SINGLE FAMILY DETACHED ALLEY ACCESS BUILDING TYPE V	SINGLE FAMILY ATTACHED STREET ACCESS BUILDING TYPE VI	CIVIC/ INSTITUTIONAL
Parking Requirements	Two parking spaces per unit plus one parking space per secondary dwelling shall be provided. Tandem parking behind a garage space shall be permitted toward meeting these requirements. Parking and garage access shall be from a rear alley or lane.	Two parking spaces per unit plus one parking space per secondary dwelling shall be provided. Tandem parking behind a garage space shall be permitted toward meeting these requirements. Parking and garage shall be from a rear alley or lane.	Two parking spaces per unit plus one parking space per secondary dwelling shall be provided	Set by design review

SECTION D: LENOX VILLAGE UDO SIGN STANDARDS. Sign standards for the Lenox Village UDO that vary from the underlying base zone district standards are presented in this section.

- 1) GENERAL PROVISIONS. The sign standards that apply broadly within the UDO are as follows.
- a) SIGNS NOT PERMITTED: In addition to signs prohibited in the base zoning district, on-premise temporary signs, pole signs, billboards, and ground mounted commercial signs in a commercially zoned area shall not be permitted and no permitted signs shall extend above an eave line or parapet.
 - b) LIMITATION ON LIGHTING: Lighted signs shall be either spotlighted, externally lit, or back-lit with a diffused light source.
 - c) PLACEMENT OF SIGNS: Signs, other than those on windows, shall be placed so as not to obscure key architectural features or door or window openings.
 - d) SIGNS NOT PERMITTED: All signs are prohibited unless listed in Table D-1 (Sign Standards: Lenox Village UDO)

2) TABLE OF SIGN STANDARDS. The sign standards for individual permanent on-premise signs permitted within the UDO are presented in Table D-1.

TABLE D-1
SIGN STANDARDS:
LENOX VILLAGE UDO

PERMANENT ON-PREMISE SIGN STANDARD	SETBACK	HEIGHT	DISPLAY SURFACE AREA OF INDIVIDUAL SIGNS
Applied Letter Signs: Individual letters applied directly to a façade.	Not Applicable		Maximum 5% of the façade area or 30 sq. ft., whichever is smaller
Awning Signs: Sign with letters/logo painted, silk screened or stitched directly onto a building awning.	Not Applicable		Maximum signed-area of 5% of the primary building façade, not to exceed 85% of the awning area
Facade Mounted Signs: Signs mounted directly on a building facade.	Not Applicable	Shall not extend above roof eaves or parapet.	Maximum 5% of the façade area or 30 sq. ft., whichever is smaller
Facade Painted Signs: Signs painted directly on a building façade.	Not Applicable		Maximum 20% of the façade area or 60 sq. ft., whichever is smaller
Window Sign: Sign which is attached to, painted on, or readily visible through a window.	Not Applicable		Maximum 25% of window area
Projecting Signs: Sign extending perpendicular from a facade. ^a	Not Applicable	Minimum 7 ft. above grade Shall not extend above roof eaves or parapet. Signs shall not exceed 3 feet in width	Maximum 20 sq. ft.
Object Signs: Two or three dimensional signs replicating an object associated with a business. ^a	Not Applicable	Minimum 7 ft. above grade Shall not extend above roof eaves or parapet.	Maximum 27 cubic ft.

^a Any sign or portion of a sign which encroaches on the public right-of-way must meet Metro Nashville Government standards and be approved under mandatory referral procedures.

SECTION E: LENOX VILLAGE UDO LANDSCAPING, BUFFERING, AND TREE REPLACEMENT. Landscaping for the Lenox Village UDO that vary from the underlying base zone district standards are presented in this section.

1. GENERAL PROVISIONS. The landscape standards that apply broadly within the UDO are as follows:
- a) The landscape buffer yard requirements between zoning districts in the Lenox Village UDO are waived.

SUPPLEMENTAL STANDARDS

SECTION F: OPEN SPACE REQUIREMENTS: The following are minimum open space requirements for the Lenox Village UDO.

- a) Each resident shall have access to a park or open space located within 1,320 feet or a 5 minute walk.
- b) Open space shall be provided at a rate of 1 acre for every 30 dwelling units.
- c) Open space shall be protected against building development and environmental damage by conveying to the city, homeowners' association and/or a land trust, an open space easement restricting the area in perpetuity against any future

- building, and against the removal of soil, trees and other natural features, except as the Planning Commission determines is consistent with conservation or recreational purposes.
- d) Provisions shall be made to ensure that no more than 20 percent of the common open space will be devoted to paved areas and structures such as courts, or recreation buildings. Parking lots shall not to be located within or along the side of a street bordering parks, greens and squares. On-street parking should not be located within or along the side of a street bordering parks, greens and squares.

SECTION G: ARCHITECTURAL STANDARDS. The covenants and restrictions shall establish architectural standards consistent with the guidelines and objectives of the Lenox Village Urban Design Overlay

SECTION H: LENOX VILLAGE PROPERTY OWNERS ASSOCIATION STANDARDS. The Covenants and Restrictions for all property within this Urban Design Overlay must be filed with the register of Deeds of Nashville/Davidson County by the owner and noted on a final plat(s) before a lot is sold or a building permit is issued.

- A. Conditions, Covenants, and Restrictions must be approved by the Planning Department Director, Public Works Department Director, and the Law Department Director in order to verify that the following items are provided:
1. Create a property Owners' Association with mandatory membership for each property owner;
 2. Establish architectural standards that are in conformity with the objectives and guidelines of this UDO;
 3. Create a Design Review, led by the developer, process of all new construction for compliance with the architectural standards for the development;
 4. Create a Modification Review Committee of residents to review changes to existing buildings;
 5. Provide for ownership, development, and maintenance of private open spaces, community facilities, community meeting hall(s), community lighting and fixtures, community street furniture and fixtures, other common areas, and any other items listed as community maintenance responsibilities;
 6. Provide for the maintenance of landscaping and trees within the streetscape;
 7. Require a yearly updated listing of all community maintenance responsibilities;
 8. Require the collection of assessments based on maintenance and replacement cost using an accepted inflation rate multiplied by the expected life of the instillation;
 9. Be effective for a term of not less than fifty (50) years; and,
 10. Require that the Property Owners' Association obtain the approval of the Parks Department, Public Works Department, and the Planning Department regarding the disposition and management of private open spaces, community parking facilities, community meeting hall(s), community lighting fixtures, community street furniture and fixtures, other common areas, and any other item listed as a community maintenance responsibility.

SECTION I: SECONDARY DWELLING. A secondary dwelling may be permitted for Building Types IV,V, and VI, on no more than 25% of the lots with a square footage not exceeding 600 square feet of conditioned space. The secondary dwelling may be attached or detached.

Metropolitan Government of Nashville and Davidson County Planning Department
PUBLIC NOTICE

The Planning Department does not discriminate on the basis of age, race, sex, color, national origin, religion or disability in admission to, access to, or operations of its programs, services, or activities. The Planning Department does not discriminate in its hiring or employment practices. The following person has been designated to handle questions, concerns, complaints, requests for accommodation, or requests for additional information regarding the Americans with Disabilities Act: Planning Department ADA Compliance Coordinator, 730 Second Avenue South, Nashville, TN 37201, (615) 862-7210. Inquiries concerning nondiscrimination policies other than ADA compliance should be forwarded to: Susan Brumfield, Department of Human Resources, 222 Third Avenue North, Suite 200, Nashville TN 37201, (615) 862-6640.