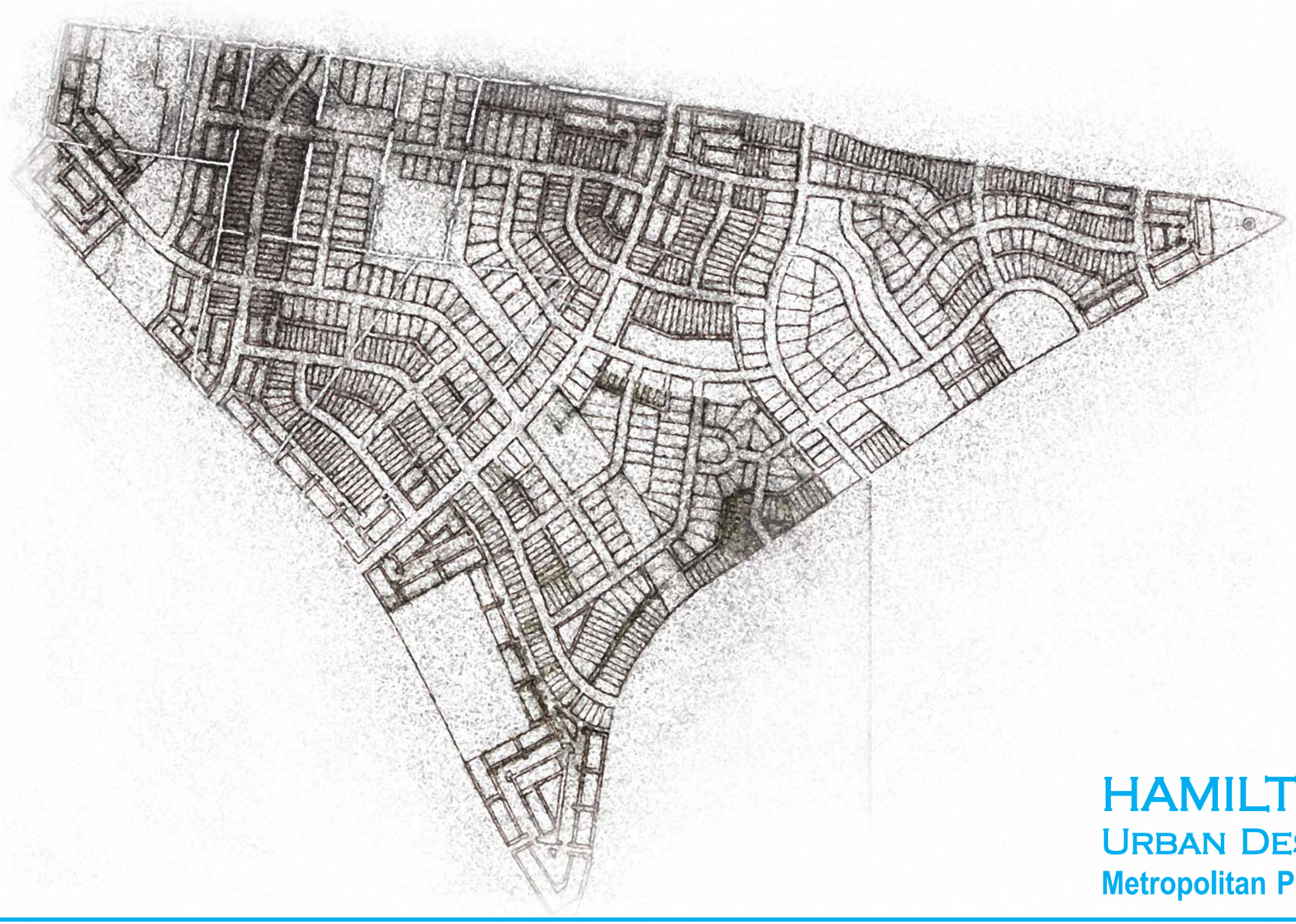

HAMILTON HILLS

URBAN DESIGN OVERLAY

Metropolitan Planning Department

ATTACHMENT TO ORDINANCE NO.
BL2005-825 AS ADOPTED 11/18/05

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Intent of Plan

An Urban Design Overlay, typically referred to as a 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 to create a design character that would otherwise not be ensured by the standard provisions of the zoning regulations. A UDO enables the design and arrangement of buildings, parking areas, and landscaping that encourages a scale and form of development that emphasizes sensitivity to the pedestrian environment. UDO's also establish design goals and objectives for the area accompanied by a design plan and design standards that are tailored to carry out those goals and objectives. Unlike allowing properties to develop independently of one another, UDO's enable a contiguous group of separately owned properties to develop with coordinated and compatible design features in a manner that is similar to property under a single ownership.

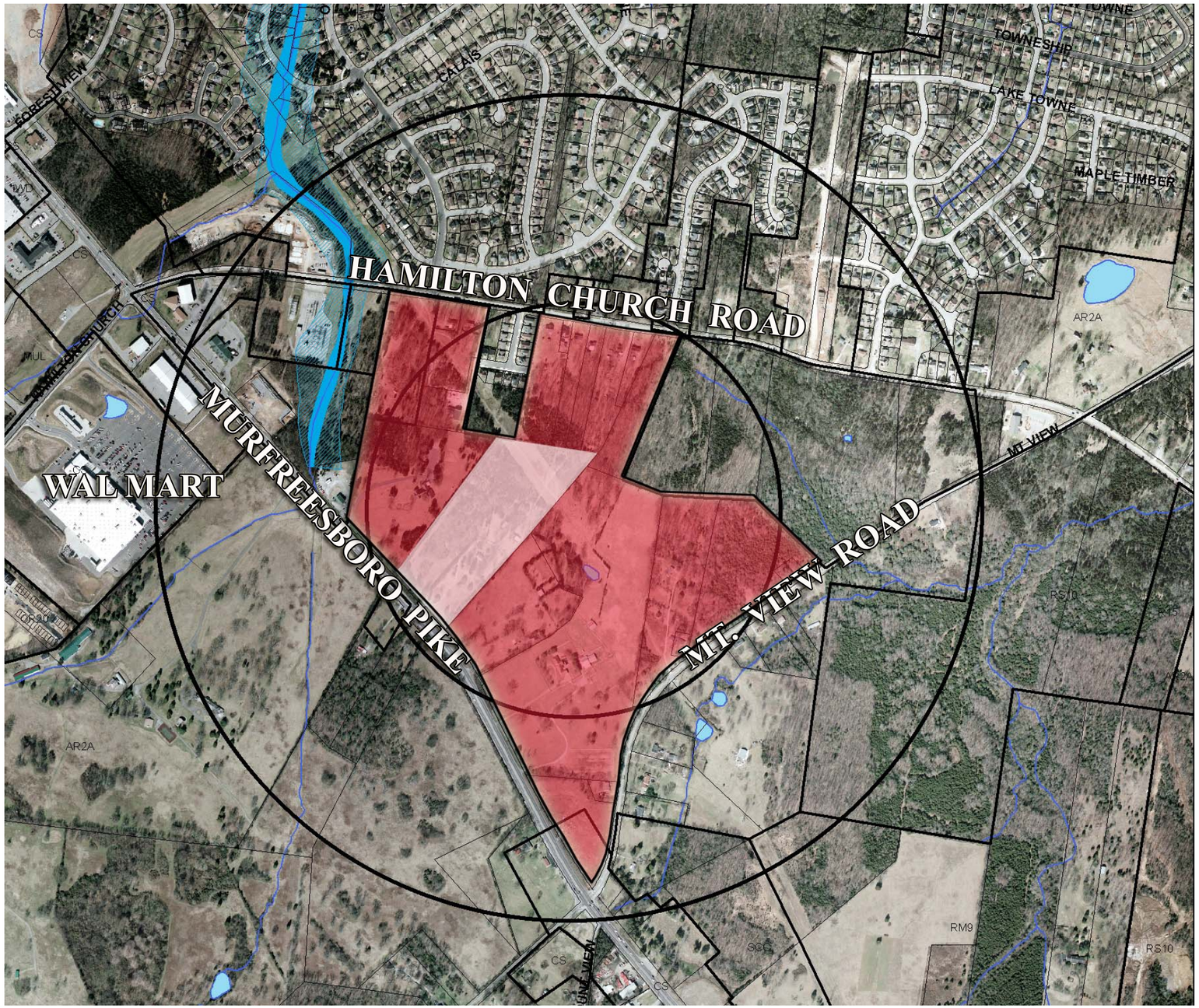
The goals of this Urban Design Overlay for the physical development of the area were originated during the *Antioch/Priest Lake Community Plan 2003 Update* public participation process. They are as follows:

- To match the location, extent, and timing of transportation facilities with the type and intensity of proposed development.
- To connect neighborhoods to schools, shopping areas, places of work, recreation areas, open spaces and other points of activity through a system of sidewalks, bike lanes, and greenways.
- To encourage the use of public transit in the area by making transit convenient, safe, and comfortable.
- To provide parking for those who live, work, and shop in the study area in a manner that does not dominate the street and is sensitive to the pedestrian environment.
- To soften the visual impact of new development and provide a greater level of comfort for pedestrians.
- To let motorists, pedestrians, and bicyclists know where they are and assist them in finding their destinations.
- To preserve important and sensitive features of the natural environment such as trees, cedar glade plant communities, hills, sinkholes, and open spaces.
- Promote a high quality of life by offering a wide range of housing opportunities in response to the residents' needs.
- To provide for the daily needs of individual neighborhoods within pedestrian-friendly neighborhood centers.

How to Use this Plan

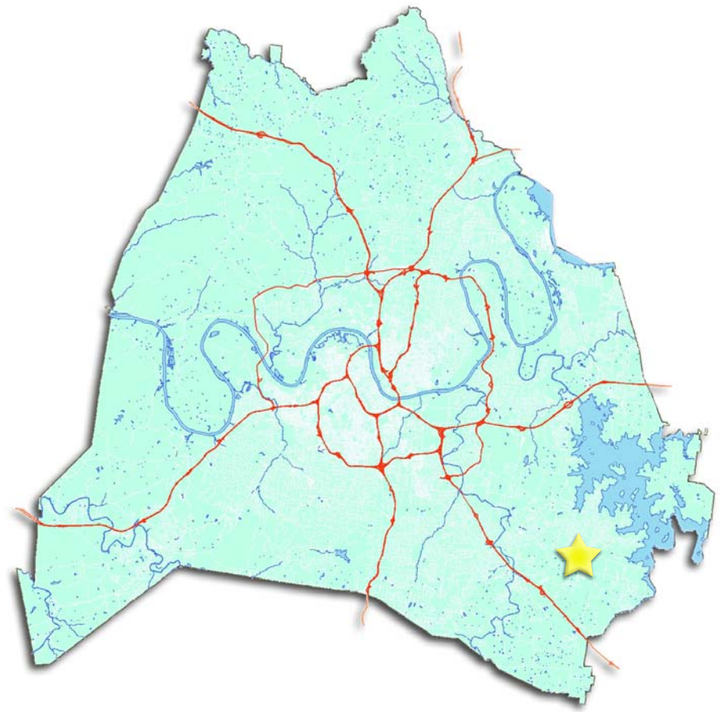
This document establishes the goals and objectives and design standards for specific areas that make up the design plan for future development and redevelopment in the Hamilton Hills UDO. The **design plan** is the guiding plan for the implementation of the vision. An **illustrative concept plan** illustrates 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-ofway and stormwater detention and conveyance. The incorporation of these standards into any final development constructionplans 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.

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



Site Description

The Hamilton Church UDO is located within an area bounded by Murfreesboro Pike to the south, Hamilton Church Road to the north, and Mt. View Road to the east. The properties affected by this plan are highlighted in red on the aerial photograph. This area is comprised of 20 individual parcels containing approximately 104 acres located within Metro Davidson County's Subarea 13. The site currently consists of single-family homes, a few churches, and vacant parcels. The site is gently rolling with several large areas of wooded hillsides, and is constrained by a TVA line running diagonally across the property and a large depression along Murfreesboro Pike.



Development Scenario

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

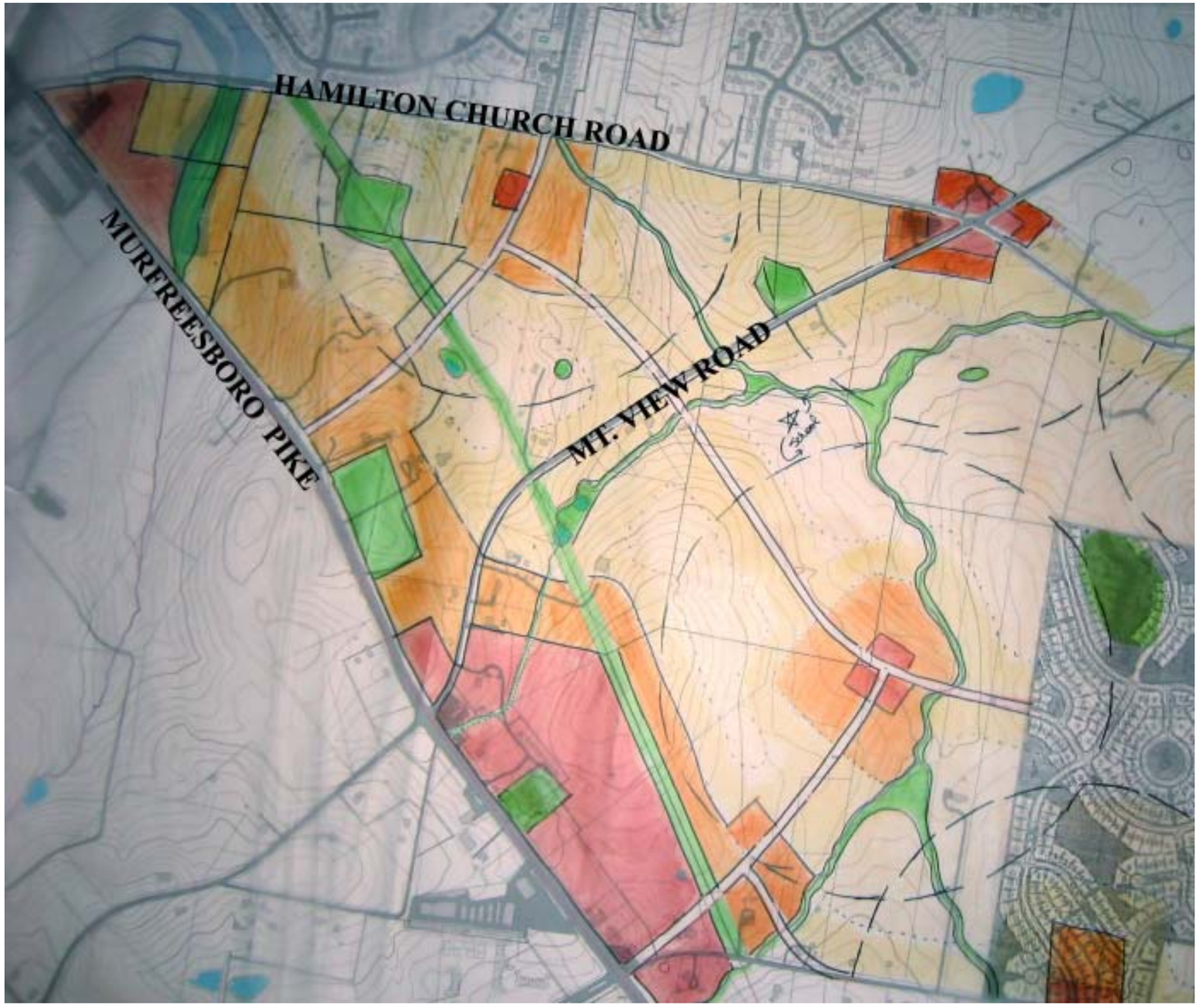
The Hamilton Hills UDO has been designed to implement the existing Neighborhood General, Neighborhood Center, and Corridor General land use policies located on the properties within the UDO. The illustrative concept plan was created with traditional planning principles to provide a more walkable, integrated community with a true sense of place. To create this integrated community with a unique sense of place, new development must embrace the following basic design principles illustrated by this plan:

- Create a system of connected streets with sidewalks, street trees, and building entrances facing the street.
- Establish a clear hierarchy of streets with the appropriate types and intensities of buildings along the streets.
- Include a system of alleys to relieve the streets from being dominated by garage doors and multiple curb cuts for driveways.
- Provide pedestrian and vehicular access into centers of activity without requiring residents to travel along Murfreesboro Pike.
- Locate parking behind buildings and screen parking from public view if it must be placed beside buildings.
- Develop a system of open spaces with both formal and informal areas that provide a variety of active and passive recreation for the community.
- Preserve existing natural features such as the large depression along Murfreesboro Pike.
- Allow for a mixture of residential building types to provide housing options with a range of affordability.
- Provide basic goods and services for residents within the neighborhood center located at the intersection of Murfreesboro Pike and Mt. View Road.

Illustrative Concept Plan

Vision Statement

Portions of the vision statement that was developed by the planning staff for the overall *Antioch/Priest Lake Community Plan: 2003 Update* can easily be applied to the Hamilton Hills UDO. The vision statement was created from citizen input collected at meetings throughout the community planning process. Based upon the land use policy that has been applied to the triangular area bounded by Murfreesboro Pike, Hamilton Church Road, and Mt. View Road, the vision for the UDO is **to build a community that celebrates its social and economic diversity, plans for new growth with adequate infrastructure and services, and preserves natural features.**



Goals and Objectives

Systems Strategies

The following goals and objectives have also been derived from the overall *Antioch/Priest Lake Community Plan: 2003 Update.* The community originally established the general goals from which these goals and objectives were derived during the 1990 planning process, and they were refined and simplified during the 1996 and 2003 updates.

A. Vehicular Circulation

Goal: To match the location, extent, and timing of transportation facilities with the type and intensity of proposed development.

Objectives:

- Connect residential, shopping, employment, and recreation uses within neighborhoods with a clear pattern of blocks, streets, service lanes, and drive aisles.
- Construct "Required Street Connections" as depicted on the Antioch-Priest Lake Community Transportation Plan.
- Design all streets to directly correspond with the type and intensity of development proposed along them.
- Construct streets within the neighborhood that are designed to make it easy to get to and move through, as well as offering an attractive and safe environment for all.
- Cater streets for all forms of movement, striking a balance between the automobile, pedestrians, and cyclists.
- Upgrade existing streets as appropriate to accommodate the traffic generated by new development.

Low-density street

Street with Cottage Housing

Medium-density street

Higher density street

B. Bicycle and Pedestrian Circulation

Goal: To connect neighborhoods to schools, shopping areas, places of work, recreation areas, open spaces and other points of activity through a system of sidewalks and bikeways.

Objectives:

- Dedicate or reserve property with frontage along Hamilton Church Road and Murfreesboro Pike to accommodate bike lanes as envisioned by *The Strategic Plan for Sidewalks and Bikeways*.
- Construct bike lanes along Hamilton Church Road and Murfreesboro Pike to standards established by *The Strategic Plan for Sidewalks and Bikeways* if upgrades to those streets are required for development.
- Require appropriate sidewalks along all new public streets in the study area, and add or upgrade sidewalks to the appropriate standards along existing streets such as Mt. View Road, Hamilton Church Road and Murfreesboro Pike as properties along those streets redevelop.

Typical sidewalk in a residential area

Pedestrian access between buildings

Typical bike lane as proposed in *The Strategic Plan for Sidewalks and Bikeways*

Envisioned sidewalk scene at a neighborhood center

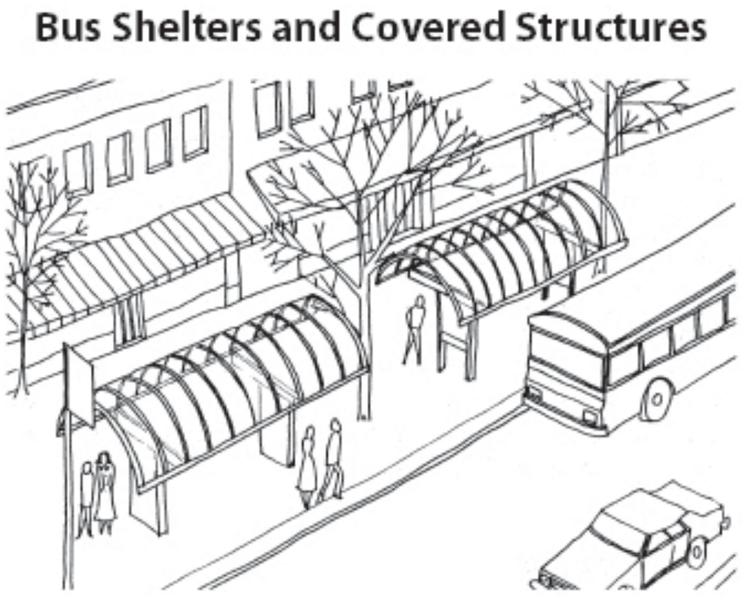
Typical crosswalk in a residential area

C. Transit

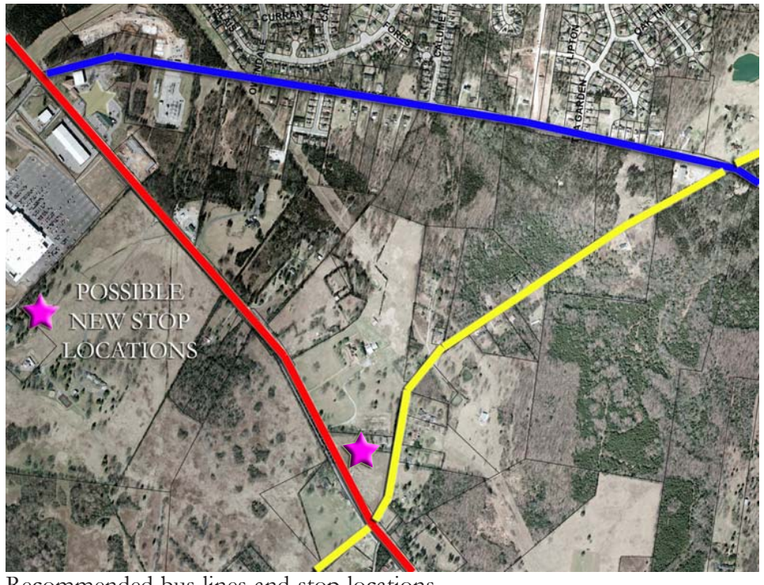
Goal: To encourage the use of public transit in the area by making transit convenient, safe, and comfortable.

Objectives:

- Extend bus service along Murfreesboro Pike, Hamilton Church Road, and Mt. View Road with stops at neighborhood centers.
- Provide bus turnouts and shelters at neighborhood centers.
- Locate transit stops in areas that are accessible, visible, and well lit.
- Make transit stops focal points within neighborhood centers.




Bus "turn-out" with shelter along an arterial



Recommended bus lines and stop locations

Bus shelter at a neighborhood center

Bus shelter along an arterial

D. Parking and Access

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

Objectives:

- Construct parking lots behind or beside buildings as appropriate, and screen them from public view.
- Require parking areas to be separated from buildings to avoid parking areas directly abutting buildings.
- Create well-defined sidewalks and pathways that permit pedestrians to move safely and comfortably from their vehicles into buildings.
- Provide cross access between parking areas to minimize street curb cuts and adjacent driveways.
- Allow shared parking plans for projects located near one another with different peak hour parking demands or operating hours.
- Limit the width of parking access to minimize the interruption to the sidewalk network.
- Encourage on-street parking along the appropriate streets to utilize less land per space than off-street parking, provide easy access to businesses, create a buffer between moving traffic and pedestrians, and to serve as a traffic calming device that slows vehicles.

Landscaped berm screening parking from public street

Garages accessed via rear alley

Sidewalks allowing pedestrian movement from parking into buildings

On-street parking on higher density residential street

E. Landscaping and Buffering

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

Objectives:

- Protect existing trees to the greatest extent possible, and plant quality trees to replace trees that must be removed for development.
- Screen surface parking lots where they face a public right-of-way to minimize the visual impact of parked vehicles.
- Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
- Plant street trees as appropriate to provide summer shade for the pedestrians and residents, diminish traffic noise, screen unwanted views, reduce glare, absorb heat, filter air pollution and dust, and create a sense of place - tree lined streets provide orientation and contribute to the area's character.

Existing trees protected in open space

Parking lot screened from public view

Landscaping provides a buffer for pedestrians in a neighborhood center

Street trees creating a comfortable pedestrian environ-

F. Signage

Goal: To let motorists, pedestrians, and bicyclists know where they are and assist them in finding their destinations

Objectives:

- Create signage within neighborhood centers that is appropriate in scale for motorists, as well as for pedestrians and bicyclists.
- Place and illuminate signs within neighborhood centers in a manner that is appropriate for promoting a pedestrian environment.
- Use signs to clearly convey a message. Design signs with simple, straight-forward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.
- Design street and directional signage to be compatible in material, color, character, and scale with other signage and buildings in the area.

Appropriately scaled signage for pedestrians and motorists

Appropriate directional signage at a neighborhood center

Appropriate monument signage for a residential area

Simple, legible commercial signage

A. Parks and Open Space

Goal: To preserve important and sensitive features of the natural environment such as trees, cedar glade plant communities, hills, sinkholes, and open spaces.

Objectives:

- Provide new parks, green space, and recreational opportunities to serve neighborhoods as they develop.
- Protect large, undeveloped areas containing natural slopes in excess of 20 percent.
- Protect any designated wetlands or sinkholes as required by the state of Tennesse, and dedicate these areas as permanent open space.

Typical "pocket park"

Typical open space between cottages in "cottage court" developments

Typical green

Example of a formal green

Preservation of existing natural area

B. Buildings and Lots

Goal 1: Promote a high quality of life by offering a wide range of housing opportunities in response to the residents' needs.

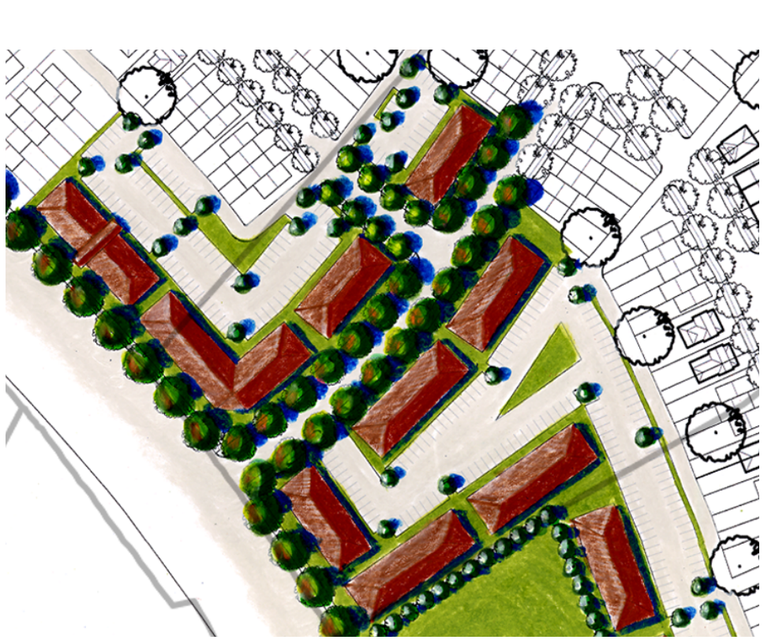
Objectives:

- Provide a transition from uses located along Murfreesboro Pike, Hamilton Church Road, Mt. View Road, and centers of activity to planned detached single-family housing. Attached housing or small cottages should provide a transition from retail and higher-intensity residential uses to detached housing.
- Decrease the intensity of uses on properties as they become farther from arterials and centers of activity.
- Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Place buildings so that the primary pedestrian entrance is oriented to the street or civic open space.
- Construct buildings on corner lots that address both streets with architectural and massing elements, including porches, windows, and façade projections.

Transition from higher density along Murfreesboro Pk to lower density within the interior of the neighborhood

Objectives for higher-density housing:

- Construct higher-density housing near the cores of neighborhood and community centers, and transition to less dense housing types toward the edge of centers.
- Orient higher-density housing toward Murfreesboro Pike and within neighborhood and community centers by providing entries, windows, porches, and balconies along the streets.
- Encourage stacked condominiums in these locations to provide for single people who do not require much space or elderly people who no longer wish to climb stairs.
- Articulate large building facades in order to avoid expanses of uninterrupted walls.
- Construct buildings close to the right-of-way line as appropriate in order to create safer and more active streets.
- Develop live/work units within neighborhood and community center cores that will allow professionals and small business owners to work downstairs and live upstairs.



Higher-density housing along Murfreesboro Pike, oriented to the street, with entries, windows, porches, and balconies along the streets.

Objectives for medium-density housing:

- Provide attached townhouses with small private yards or courtyards that cater to people who want the feel of a detached house without all of the required maintenance.
- Locate townhouses and denser single-family building types along collectors and major roadways with access from rear service lanes to minimize curb cuts along collectors, Hamilton Church Road, and Mt. View Road.
- Integrate small-lot cottages and patio homes with townhouses to transition from more intense housing and retail uses.
- Construct housing in these areas with shallow setbacks and front porches to encourage interaction with pedestrians and neighbors.
- Place parking to rear of buildings in these areas.

Attached townhouses integrated with small-lot cottages and patio homes provide a transition from more intense housing along arterial streets.

Objectives for lower-density housing:

- Locate single-family detached housing along the edges of identified neighborhoods.
- Create larger "estate" lots in appropriate areas of neighborhoods in order to achieve a true mix of housing types and income levels.
- Set buildings farther back from the street than in other residential areas.
- Create residential driveways with garages set back from the fronts of houses or oriented away from the street if accessed from the street.
- Construct streets with natural swales rather than curb and gutter as appropriate. Locate sidewalks on the outside edge of the swales where this type of street is found.

Larger-lot detached single family houses located within the interior of the neighborhoods, farthest away from busy arterial streets.

Goal 2: Provide for the daily needs of individual neighborhoods within pedestrian-friendly neighborhood centers.

Objectives:

- Discourage auto-oriented uses near neighborhoods. Create buildings that are more pedestrian-friendly with uses that cater to the neighborhoods.
- Construct mixed-use buildings with retail or office on the lower floors and residential uses on the upper floors.
- Locate buildings close to the street as appropriate in order to create a comfortable and interesting pedestrian environment.
- Place buildings so that the primary pedestrian entrance is oriented to the street or civic open space.
- Create a unique sense of place at neighborhood centers by constructing buildings of the appropriate scale, with proper orientation and architectural detailing.
- Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Provide public gathering spaces, such as lawns or plazas, as appropriate within the neighborhood centers.

Development Standards

Street Network Plan

The Hamilton Hills UDO street network is designed to create a safer, more comfortable pedestrian and bicycling environment than a conventional subdivision. These streets have been designed to provide elements such as space for landscaping, bicycle access, and on-street parking. All streets are slight variations of Metro Public Works public street standards and Major Street Plan urban arterial standards.

Streets within the Hamilton Hills UDO are intended to be designed to terminate at building entrances, parks, and natural features. The street system should be designed to work with the natural topography of the land to the greatest extent possible.

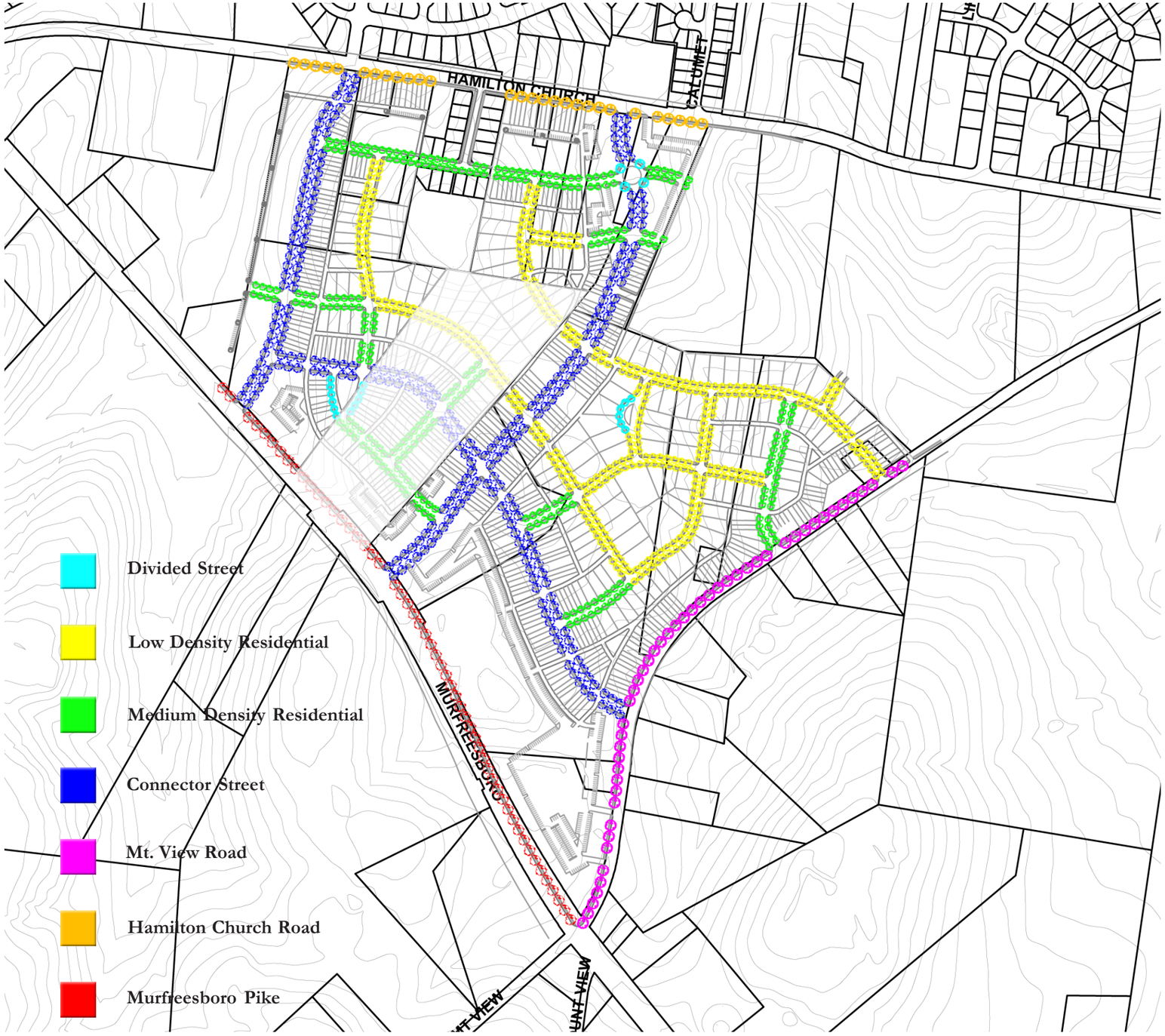
Street trees are required along all streets. Tree species should remain consistent along a given block, and should be chosen for their ability to create an effective canopy and drought tolerance. Street trees shall maintain adequate sight distance in order to ensure safety.

On-street parking is encouraged on all streets, except low-density locals and arterials. The additional parking spaces can also reduce large asphalt surface parking areas. On-street parking provides convenient access for guests and patrons, creates a buffer between automobiles and pedestrians, and tends to slow the flow of through traffic.

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

Three "connector" streets have been provided within the Hamilton Hills UDO. These streets are intended to carry moderate levels of traffic from the UDO area out to the surrounding arterials. The design of the connectors should balance efficient vehicular travel with a residential environment that is oriented towards pedestrians and bicyclists. Driveway cuts should be nearly non-existent along connectors, and property access should be gained through alleys and rear drive aisles.

Alleys are required within the Hamilton Hills UDO, providing an opportunity to put garages and parking in the rears of buildings, allowing porches and pedestrian entries to front the street. Alleys keep the fronts of houses from being dominated by garage doors and compromised by curb cuts. Adequate sight distance should be provided where alleys intersect streets.



Street Plan

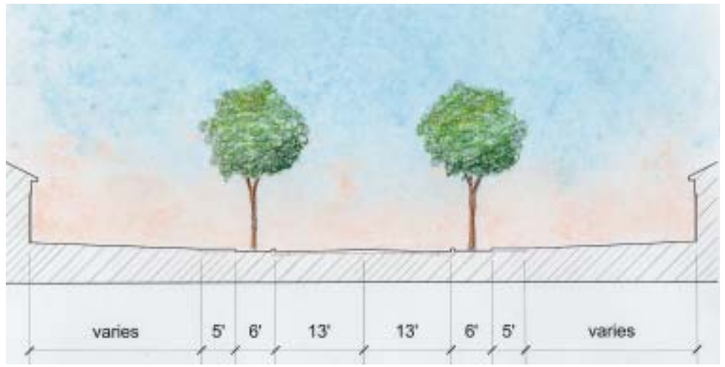
Street Sections

Each street type has been designed to correspond with the types of uses and intensity of housing along that street. While the Street Network Plan illustrates the desired conceptual street layout and design, the plan must be flexible to respond to physical site conditions, dispersion of building types, community desires, and a changing market. The 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 this document.

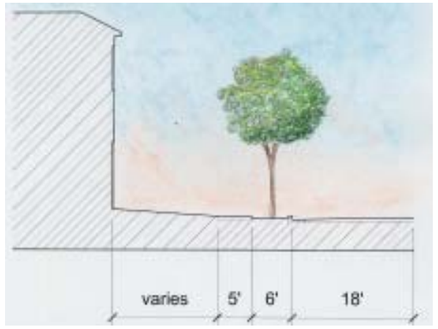
Each intersection should be designed and engineered specifically to allow for the appropriate fire and service vehicles needed to serve this area to make all possible turns free of parked cars and curbs.

On-street parking - As close to intersection as is consistent with public safety.

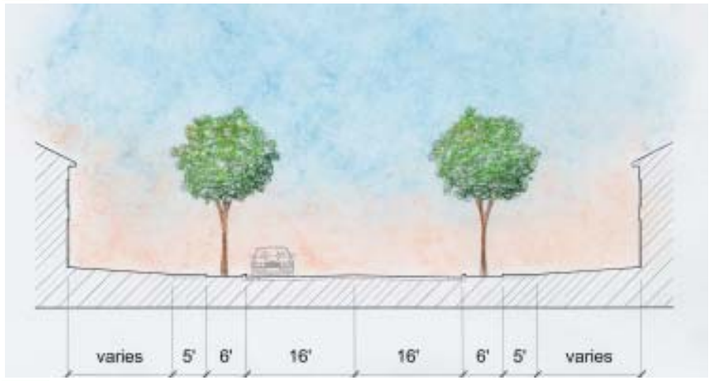
A traffic impact study shall be required for each individual project unless the traffic engineer determines that the impact of a proposed development does not warrant a study. For projects which include multiple phases, the zoning administrator or the planning commission shall certify the scheduling of improvements through the site plan approval process. If no phasing is identified in the traffic impact study as approved by the traffic engineer, all study recommendations shall be satisfied at the initial stage of development.



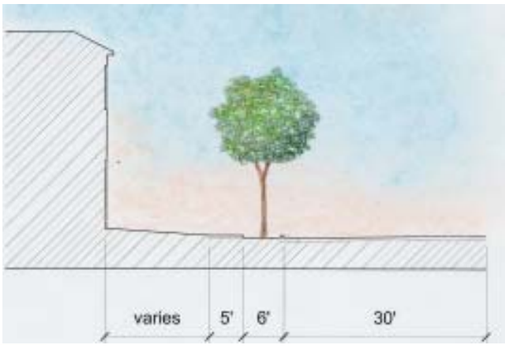
Low Density Residential



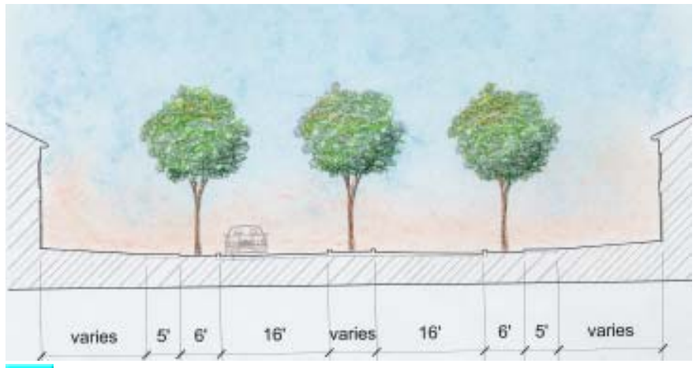
Mt. View Road



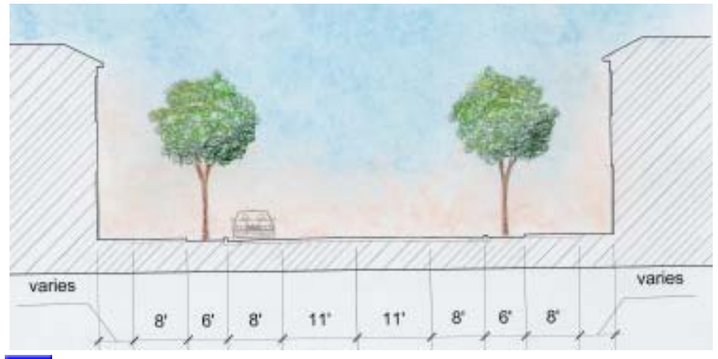
Medium Density Residential Street



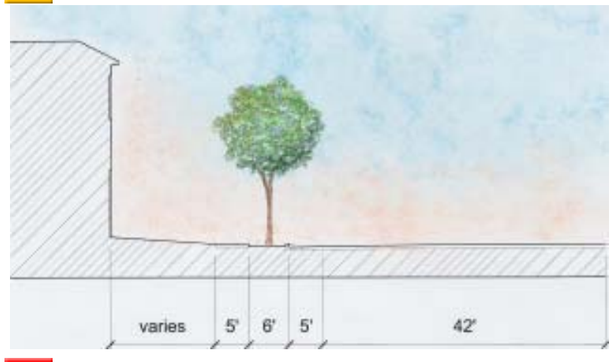
Hamilton Church Road



Divided Street



Connector Street



Murfreesboro Pike

Open Space and Landscape Buffering Plan

Usable open spaces are essential to completing a neighborhood. Usable open spaces are relatively level and open, visible, and easily accessible. They encompass various types of open space for passive and active enjoyment and include green areas and hard-surfaced urban plazas, street parks, and pocket parks.

The design of Hamilton Hills provides a variety of formal and informal parks and open spaces for the enjoyment of the community. All open spaces shall be owned and maintained by property owners' associations. Buffers may be common space or on private parcels, and shall be maintained by property owners' associations or individual property owners, respectively. The following open space types have been included in the Hamilton Hills Design Plan:

Public Open Space

Eyebrow: An informal open space created along a street that preserves an existing natural feature that is in the path of the street.

Green: A medium-sized formal or informal open space for unstructured recreation with residential buildings fronting all sides.

Playground: A formal or informal open space that accommodates recreational equipment for children.

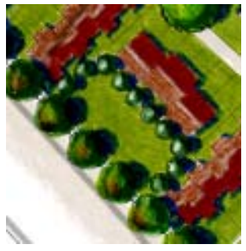
Plaza: A formal open space that is composed of hardscaped areas and is fronted on all sides by buildings with a mix of uses.

Pocket Park: A formal or informal open space formed by the remaining space between streets, blocks, and buildings.

Semi-Private Open Space

Amenity Area: Privately owned facilities typically associated with residential development. These facilities may include indoor and/or outdoor gathering places and areas designated for active or passive recreation.

Courtyard: A semi-private yard partly surrounded by walls or buildings, typically open to a sidewalk and/or public street.



Open Space Plan

Open Space and Landscape Buffering Standards

A. Open Space

1. The final plat shall show and label designated specific open space areas (e.g. playground, neighborhood park, green).

2. Location. No residential dwelling unit shall be more than one-eighth (1/8) of a mile from a public open space. This requirement may be satisfied through a combination of civic open space and natural open space. Areas for future expansion of the neighborhood shall not be included in the calculation of open space.

3. Existing Vegetation: Every effort shall be made to incorporate existing mature trees and landscape into the design of the neighborhood while not compromising the principles of neighborhood design.

4. Existing Natural Features: Natural features, including but not limited to streams, steep hillsides, and sinkholes shall be protected to the greatest extent possible and incorporated into the overall design of the community. Refer to the Illustrative Concept Plan for guidance.

5. Table of Open Space Standards. Refer to the Open Space Table on this page for open space standards by type.

B. Landscaping, Streetscape, and Screening

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

1. Irrigation System. An irrigation system shall be required where drought tolerant trees, plants, and shrubs are not planted.

2. Street Trees.

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

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

   c) Trees shall be planted on both sides of the street, except as otherwise approved by the planning commission.

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

   e) All trees along a given block face shall be of the same species, except for street trees within Sub-district 1.

   f) Where infrastructure incompatibility would result, the street tree requirement may be waived for the affected portion of the street by the planning commission following input from the urban forester.

3. Screening.

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

      1) If vegetation alone is used, the planting bed shall be a minimum of six (6) feet wide.

      2) If a wall is used, the wall shall be a minimum of three (3) feet, six (6) inches in height, and shall be constructed of masonry that complements the architecture of associated buildings.

      3) All screening vegetation shall be a minimum of three (3) feet, six (6) inches in height at the time of installation, forming a hedge that provides screening year-round. Vegetation shall not extend into the sight triangle of any street or driveway intersection.

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

   c) The landscape buffer yard requirements between zoning districts within the Hamilton View UDO are wavied.

4. Detention.

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

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

   c) Design the system at the beginning of the design process, and incorporate the system into the site as a natural amenity as well as an engineered facility.

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

   e) Select plant species based on their ability to survive the local climate, and their minimal demand for maintenance. Select plant species that are adaptable to the conditions typically experienced within stormwater facilities.

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

TYPE	MINIMUM SIZE	MAXIMUM SIZE	STANDARDS	PROXIMITY TO POPULATION SERVED
THE EYEBROW	Determined by turning radius or size of natural feature being preserved.	1 acre	The Eyebrow should be utilized to accommodate an existing natural feature such as a stream or significant tree.	The Eyebrow serves residences that are accessed by the street defining it.
GREEN	1/4 acre	15 acres	Informal; surrounded by buildings; composed of paved or unpaved walks, grassy areas, and shade trees; may incorporate existing natural features and slopes up to 20%.	Within 1/4 mile
PLAYGROUND	n/a	1 acre	Designed and equipped for children; may be included within Parks and Greens; should contain an open shelter, paved areas for court games, and space for spontaneous play; should be located without need to cross major roads.	May be interspersed throughout residential areas, and may be placed within the block.
PLAZA	10,000 sq. ft.	2 acres	Formal; surrounded by buildings on all sides; composed primarily of pavement; located at the intersection of important streets.	Within 1/4 mile
POCKET PARK	n/a	less than 1/2 block in length	May contain tot lots or be passive park areas.	Within 1/8 mile
COURTYARD	Width shall be no less than the height of the tallest building surrounding the courtyard	Width shall be no greater than four (4) times the height of the tallest building surrounding the courtyard	Formal; surrounded by buildings on at least two (2) sides; parking, driveways, and visibly-engineered detention areas shall not be located within the central open space	The Courtyard serves residences that surround it.
THE CLOSE	Determined by turning radius.	1 acre	Length of a Close shall not exceed the standard for cul-de-sac lengths.	The Close serves residences that are accessed by the street defining it.
NEIGHBORHOOD PARK	2 acres	10 acres	Informal; used for civic gatherings, structured recreation, and unstructured recreation for all age groups; may incorporate defined recreation areas such as playing fields, playgrounds, or small outdoor theaters; should be located at the edge of the neighborhood.	Within 1/4 mile
SQUARE	1/2 acre	5 acres	Formal; surrounded by buildings on all sides; composed of paved walks, lawns, trees, and civic buildings; flat with no slopes greater than 6%; located at the intersection of important streets.	Within 1/4 mile

Open Space Standards

The Building Regulating Plan

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

Through the Urban Design Overlay and the Building Regulating Plan, the community will be ensured a level of quality and a sense of community. The intent of the Hamilton Hills UDO is to provide a unique community with emphasis on pedestrian-oriented streets, diverse housing options, useable open space, and quality architecture. While subject to these regulations and guidelines within, the plan layout should be flexible to respond to physical site constraints 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 as it meets the intent of the regulations and guidelines within. Any changes to the design plan that do not meet the intent of these regulations and guidelines, must be approved by Metro Council.

Building Type Standards

A. General

The bulk provisions in this document vary from the Metro Zoning Code with the exception of the following:

a. The maximum density and floor area ratio of the base zoning district as described in Tables 17.12.020B and 17.12.020C; and

b. Section 17.12.040, Chapter 17.16, and Chapter 17.20 of the Metro Zoning Code, unless otherwise noted.

B. Variations to Standards

Where obvious physical constraints exist on a site within the UDO, Metro Planning staff will review alternative solutions as they relate to the design intent of the UDO.

C. Building Types

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

Houses

BULK PROVISIONS

Min. Lot Area:	7500 sq.ft.
Setbacks:	
Front:	20 ft. min. / 30 ft. max.
Side:	10 ft. min. on corner, 5 ft. min. on interior side
Rear:	20 ft. min.
Max. Height:	3 stories at front setback
Min. Lot Coverage:	1600 sq. ft.

PARKING, LOADING & ACCESS

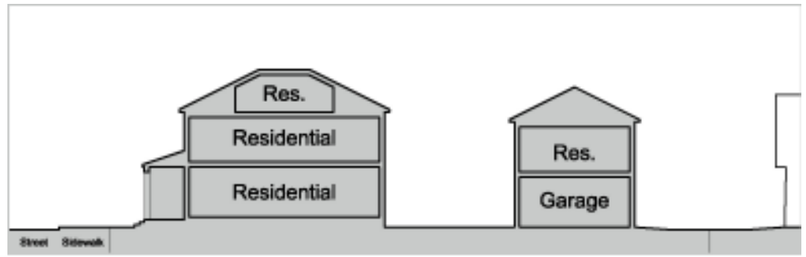
Parking Required:	2 spaces/unit + 1 space for Secondary Dwelling
Parking Access:	Street
Parking Location:	Behind or Beside; if Beside driveway width shall be 12 ft. max.; if garage faces street, recess from front facade 15' min.

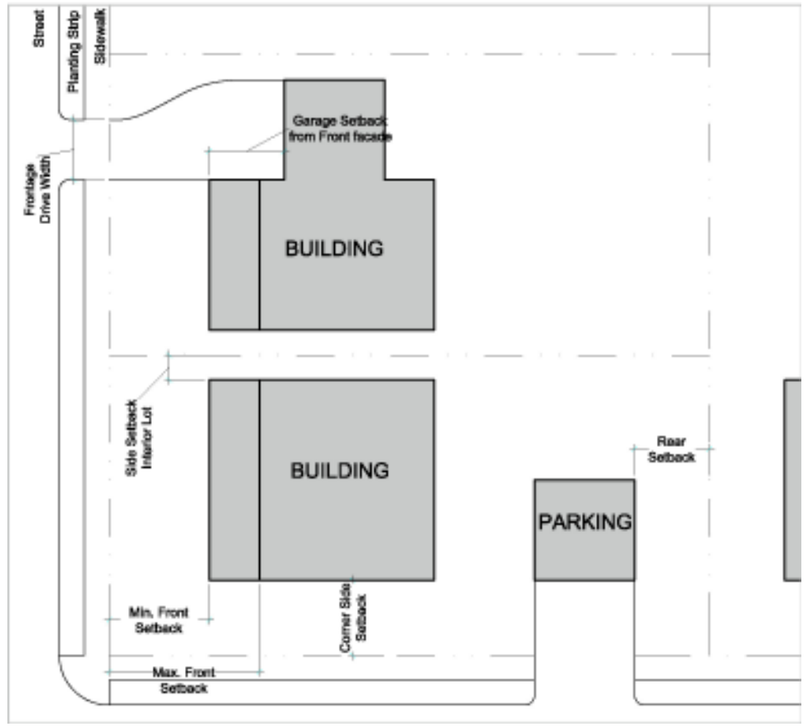
ADDITIONAL STANDARDS

Raised Foundation: 1.5 ft. minimum

Secondary Dwellings:

- The Principal structure or secondary dwelling shall be owner occupied
- There shall be no more than one secondary dwelling per lot
- No more than 25% of the lots within a single development may have a secondary dwelling
- Secondary dwellings shall be included in maximum unit calculation





Cottages

BULK PROVISIONS

Min. Lot Area: 5000 sq.ft.

Setbacks:

- Front: 20 ft. min. / 30 ft. max.; 5 ft. min. / 15 ft. max. from front walk if fronting open space
- Side: 10 ft. min. on corner, 5 ft. min. on interior side
- Rear: 5 ft. min., 5 ft. or ≥ 15 ft. if garage doors open to alley

Max. Height: 3 stories at front setback

PARKING, LOADING & ACCESS

Parking Required: 2 spaces/unit + 1 for Secondary Dwelling

Parking Access: Alley or side street

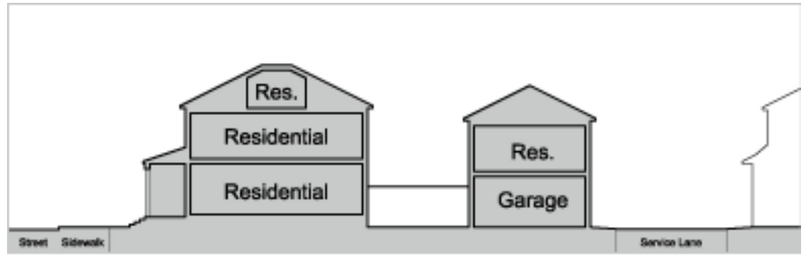
Parking Location: Behind; on corner lots, garage is required and shall be built 5 ft. from rear property line; if garage faces side street, there shall be one door per garage bay

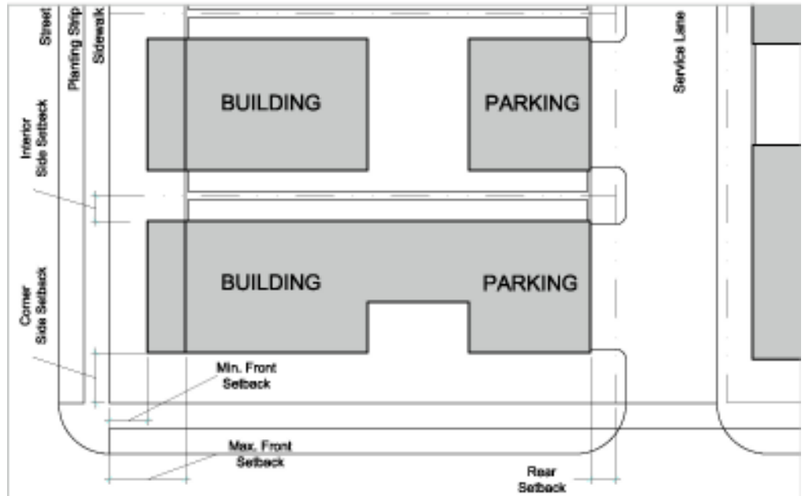
ADDITIONAL STANDARDS

Min. Raised Foundation: 1.5 ft.

Secondary Dwellings:

- The Principal structure or secondary dwelling shall be owner occupied
- There shall be no more than one secondary dwelling per lot
- No more than 25% of the lots within a single development may have a secondary dwelling
- Secondary dwellings shall be included in maximum unit calculation





Cottages

BULK PROVISIONS

Min. Lot Area: 4000 sq. ft.

Setbacks:

Front: 10 ft. min. / 20 ft. max.; 5 ft. min. / 15 ft. max. from front walk if fronting open space

Side: 10 ft. min. on corner, 5 ft. min. on interior

Rear: 5 ft. min., 5 ft. or ≥ 15 ft. if garage doors open to alley

Max. Height: 3 stories at front setback

PARKING, LOADING & ACCESS

Parking Required: 2 spaces/unit + 1 for Secondary Dwelling

Parking Access: Alley or side street

Parking Location: Behind; on corner lots, garage is required and shall be built 5 ft. from rear property line; if garage faces side street, there shall be one door per garage bay

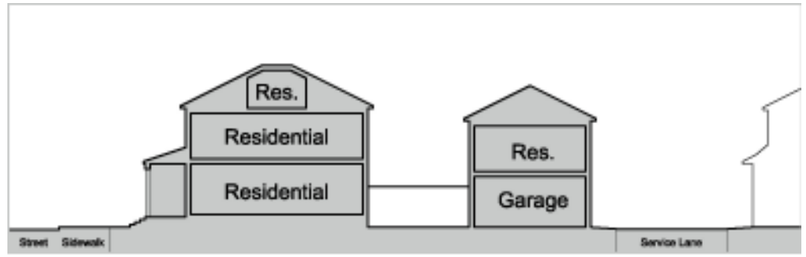
ADDITIONAL STANDARDS

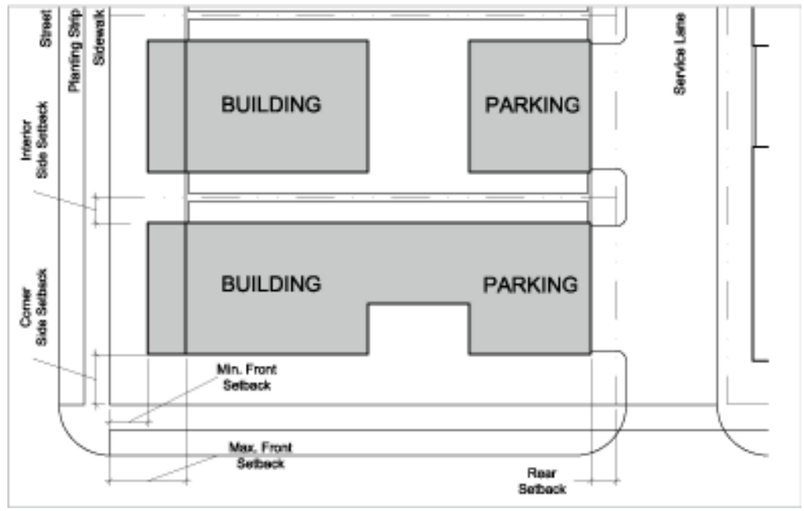
Min. Raised Foundation: 1.5 ft.

Secondary Dwellings:

- The Principal structure or secondary dwelling shall be owner occupied
- There shall be no more than one secondary dwelling per lot
- No more than 25% of the lots within a single development may have a secondary dwelling
- Secondary dwellings shall be included in maximum unit calculation

Each development within Sub-District 3 shall not have more than 70% of a single building type.





Townhouses

BULK PROVISIONS

Min. Lot Area:	1900 sq. ft.
Setbacks:	
Front:	10 ft. min. / 15 ft. max.; 5 ft. min. / 10 ft. max. from front walk if fronting open space
Side:	0 ft. required; 5 ft. min. on corner and end units
Rear:	5 ft. min., 5 ft. or ≥ 15 ft. if garage doors open to alley
Max. Height:	3 stories at front setback

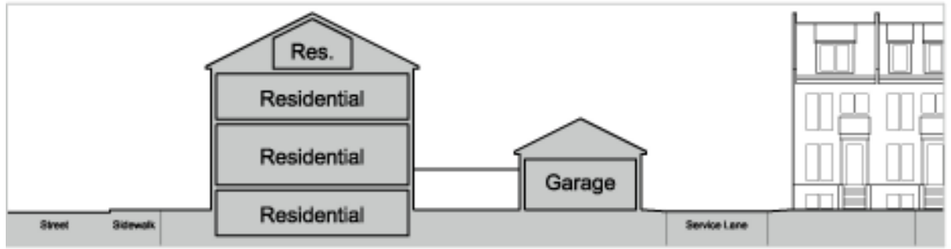
PARKING, LOADING & ACCESS

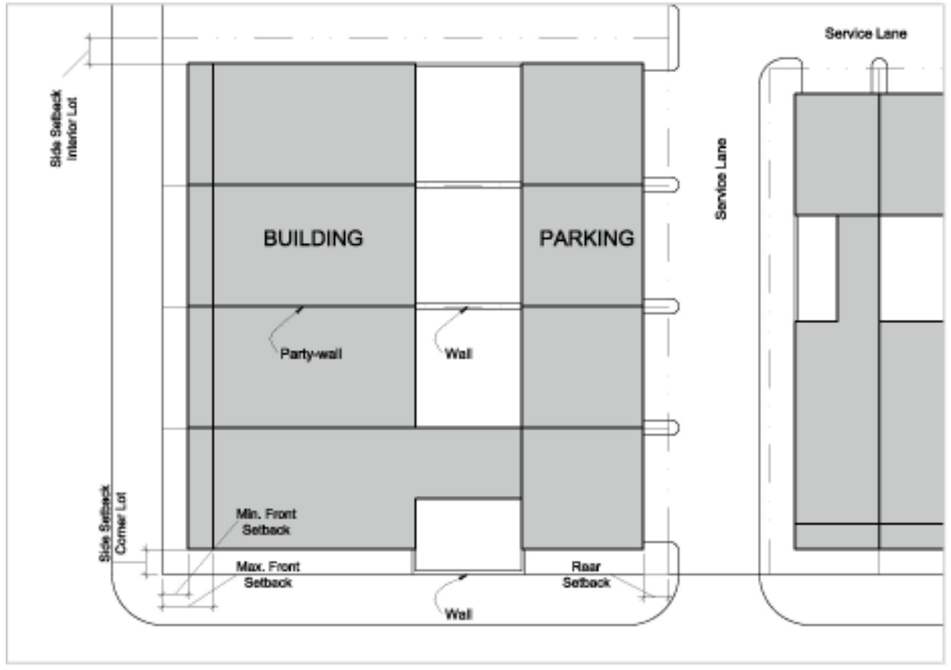
Parking Required:	2 spaces/unit
Parking Access:	Alley or side street
Parking Location:	Behind; on corner lots, garage is required and shall be built 5 ft. from rear property line; if garage faces side street, there shall be one door per garage bay

ADDITIONAL STANDARDS

Min. Raised Foundation:	1.5 ft.
Max. Units per Building:	6
Min. Units per Building:	3

Each development within Sub-District 3 shall not have more than 70% of a single building type.





Townhouses

BULK PROVISIONS

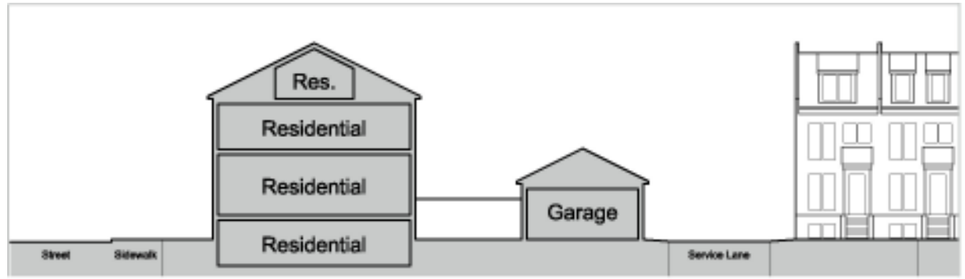
Min. Lot Area:	1400 sq.ft.
Setbacks:	
Front:	20 ft. min. / 25 ft. max.; 5 ft. min. / 10 ft. max. from front walk if fronting open space
Side:	0 ft. required; 5 ft. min. on corner and end units
Rear:	5 ft. min., 5 ft. or ≥ 15 ft. if garage doors open to alley
Max. Height:	4 stories at front setback

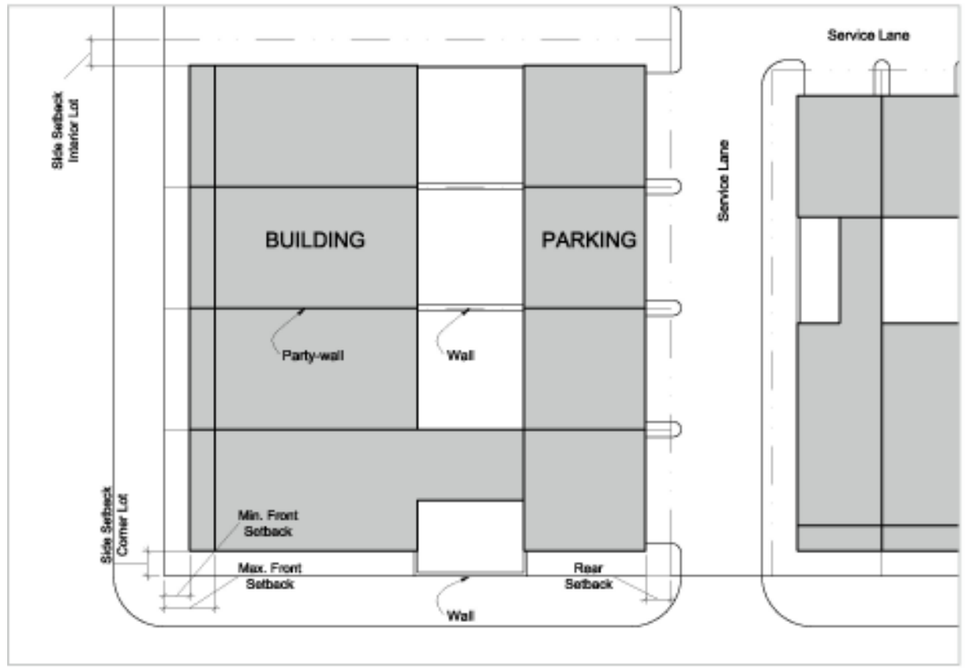
PARKING, LOADING & ACCESS

Parking Required:	2 spaces/unit + 1 for Ancillary Dwelling
Parking Access:	Alley or side street
Parking Location:	Behind; on corner lots, garage is required and shall be built 5 ft. from rear property line; if garage faces side street, there shall be one door per garage bay

ADDITIONAL STANDARDS

Min. Raised Foundation:	1.5 ft.
Max. Units per Building:	6
Min. Units per Building:	3





Cottage Courtyards

BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 20 ft. min. / 30 ft. max. on Murfreesboro Pike; 10 ft. min. / 20 ft. max. on other streets; 5 ft. min. / 15 ft. max. from front walk if fronting open space

Side: 20 ft. min. at street side on Murfreesboro Pike; 10 ft. min. at street side on other streets; 5 ft. min. on interior side and adjacent to alley

Rear: 10 ft. min.; 5 ft. or ≥ 15 ft. if garage doors open to alley

Max. Height: 3 stories at front setback

PARKING, LOADING & ACCESS

Parking Required: 1 space/unit for 1bedroom unit; 1.5 spaces/unit for 2 or more bedroom unit

Parking Access: Alley, side street, or shared access drive

Parking Location: Rear of lot and screened from view from a public street by fence or year-round hedge (3 ft. to 4 ft. in height)

ADDITIONAL STANDARDS

Min. Raised Foundation: 1.5 ft.

Buildings shall abut at least two sides of the central open space. On corner lots, central open space shall face street.

In no case shall the backs of buildings face a street.

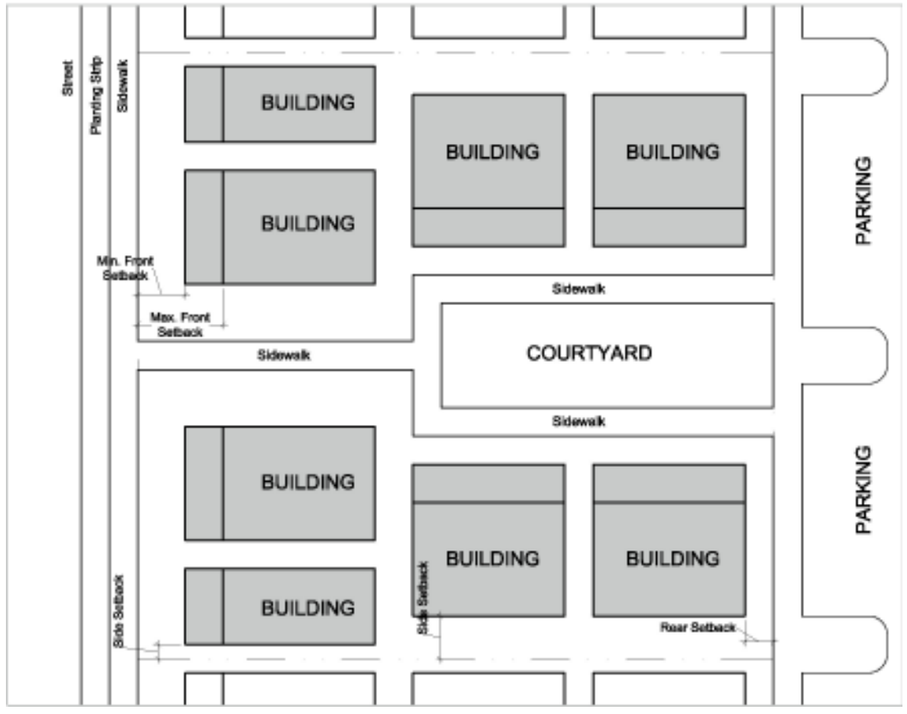
Parking, driveways, and detention areas shall not be located within the central open space.

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

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

Cottages and townhouses may be mixed in a single courtyard development.

Each development within Sub-District 5 shall not have more than 70% of a single building type.



Townhouse Courtyards

BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 20 ft. min. / 25 ft. max. on Murfreesboro Pike; 10 ft. min. / 15 ft. max. on other streets; 5 ft. min. / 10 ft. max. from front walk if fronting open space

Side: 20 ft. min. at street side on Murfreesboro Pike; 10 ft. min. at street side on other streets; 5 ft. min. on interior side and adjacent to alley

Rear: 10 ft. min.; 5 ft. or ≥ 15 ft. if garage doors open to alley

Max. Height: 3 stories at front setback

PARKING, LOADING & ACCESS

Parking Required: 1 space/unit for 1bedroom unit; 1.5 spaces/unit for 2 or more bedroom unit

Parking Access: Alley, side street, or shared access drive

Parking Location: Rear of lot and screened from view from a public street by fence or year-round hedge (3 ft. to 4 ft. in height)

ADDITIONAL STANDARDS

Min. Raised Foundation: 1.5 ft.

Max. Units per Building: 6

Min. Units per Building: 3

Buildings shall abut at least two sides of the central open space. On corner lots, central open space shall face street.

In no case shall the backs of buildings face a street.

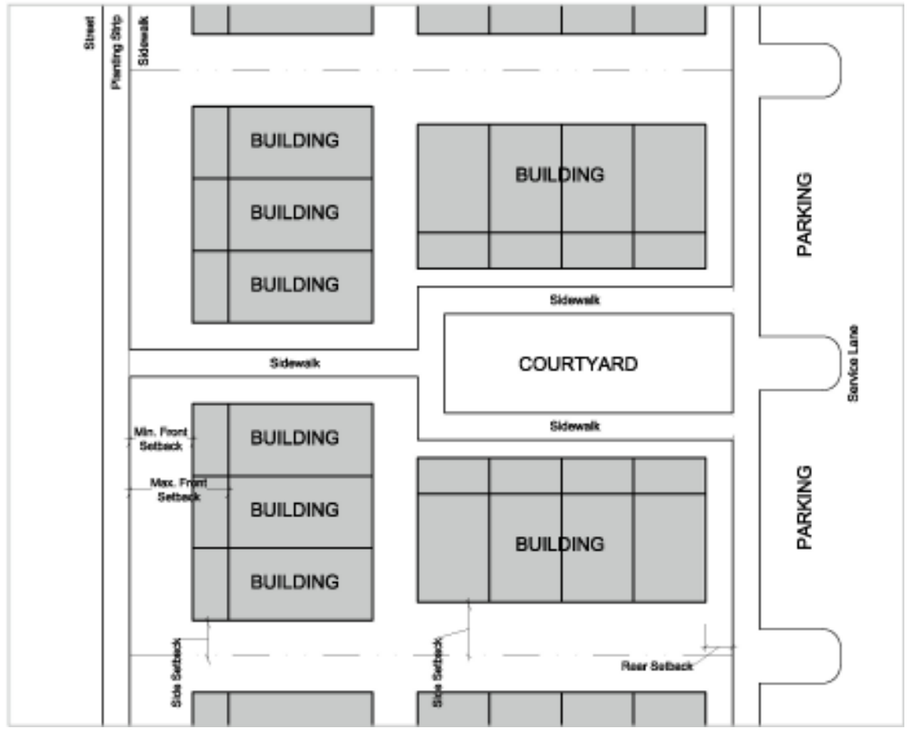
Parking, driveways, and detention areas shall not be located within the central open space.

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

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

Cottages and townhouses may be mixed in a single courtyard development.

Each development within Sub-District 5 shall not have more than 70% of a single building type.



Flats

BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 20 ft. min. / 30 ft. max. on Murfreesboro Pike, Hamilton Church Road, and Mt. View Road; 10 ft. min. / 20 ft. max. on other streets; 10 ft. min. / 20 ft. max from front walk if fronting open space

Side: 20 ft. min. at street side on Murfreesboro Pike, Hamilton Church Road, and Mt. View Road; 10 ft. min. at street side on other streets, 5 ft. min. on interior side and adjacent to alley

Rear: 20 ft. min.

Max. Height: 4 stories at front setback

PARKING, LOADING & ACCESS

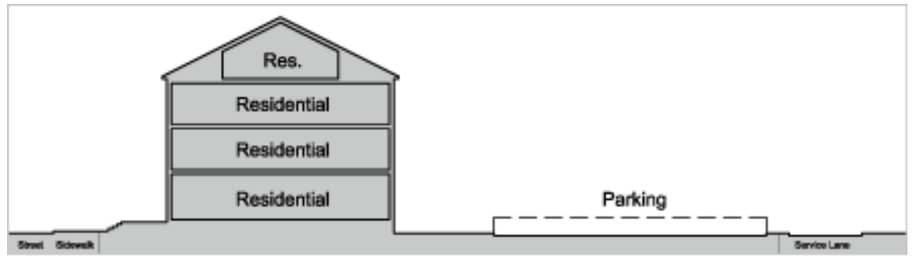
Parking Required: 1 space/unit for 1bedroom unit; 1.5 spaces/unit for 2 or more bedroom unit

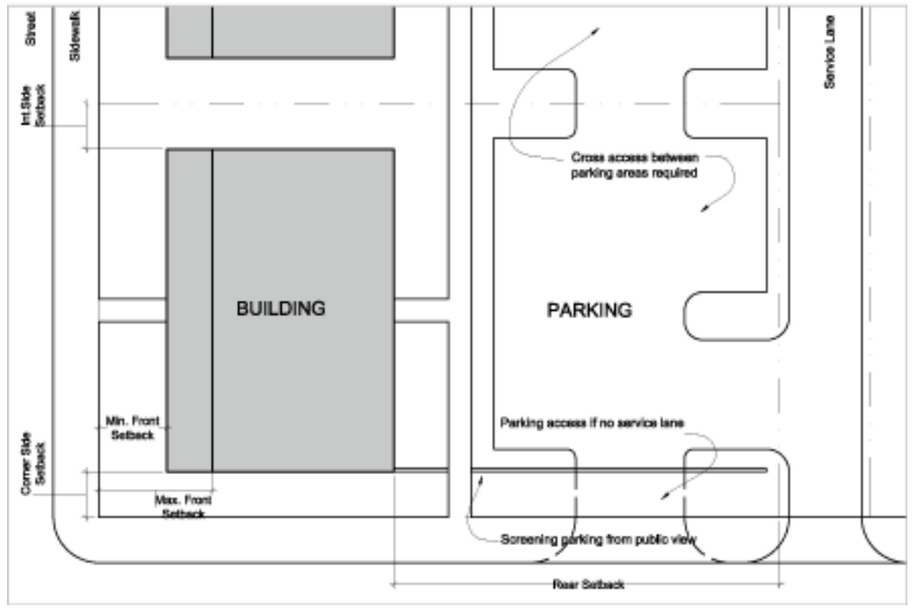
Parking Access: Alley, side street, or shared access drive

Parking Location: Behind or beneath building

ADDITIONAL STANDARDS

Min. Raised Foundation: 1.5 ft.





Live-Work

BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

- Front: 10 ft. min. / 15 ft. max.; 5 ft. min. / 10 ft. max. on open space
- Side: 0 ft. required on interior; 10 ft. min. on street side; 5 ft. min. on end units; 5 ft. min. / 10 ft. max. on open space
- Rear: 5 ft. min., 5 ft. or ≥ 15 ft. if garage doors open to alley

Max. Height: 4 stories at front setback

PARKING, LOADING & ACCESS

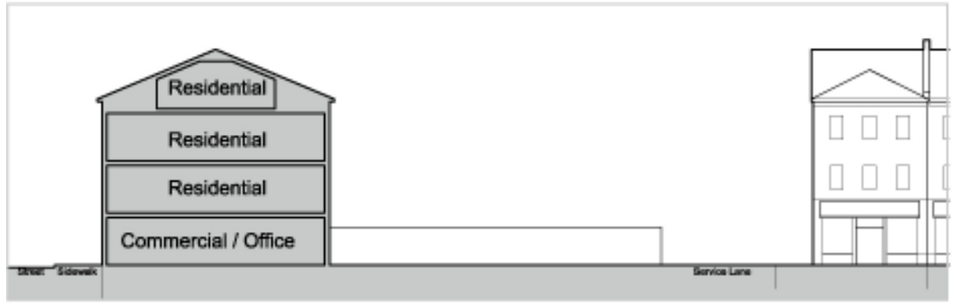
Parking Required: According to UZO

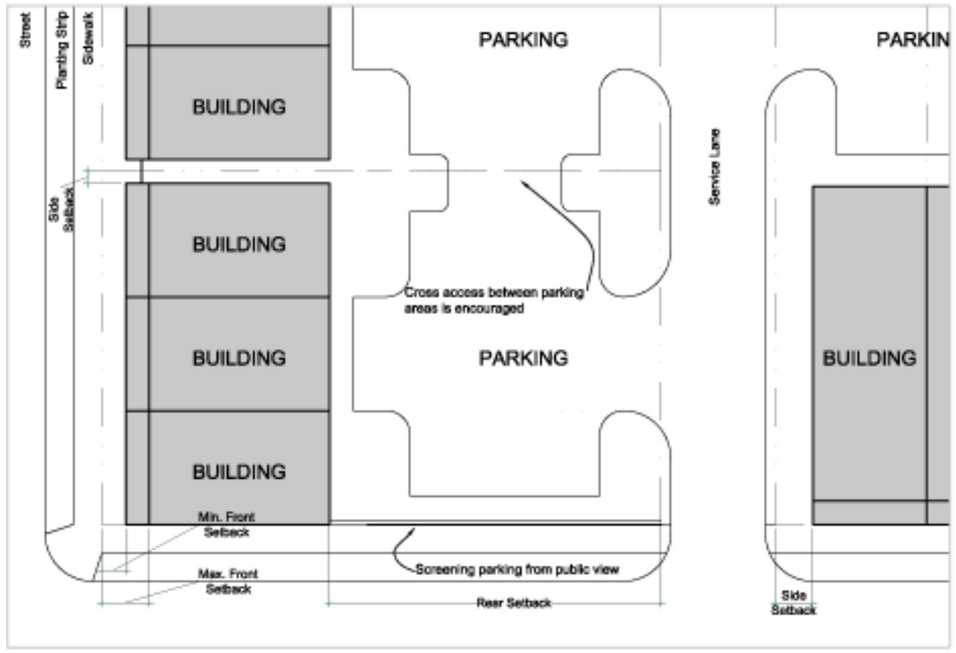
Parking Access: Alley, side street, or shared access drive

Parking Location: Behind or beneath building

ADDITIONAL STANDARDS

Buildings shall have a first floor height of 12 ft. min.





Mixed-Use

BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 100% of the front facade must be built to 10 ft. from front property line and 5 ft. from open space (exceptions may be made for recesses up to 15 ft. to accomodate outdoor seating and dining areas; and recesses or projections up to 2 ft. for building articulation)

Side: 10 ft. required on street side and 5 ft. required on open space (exceptions may be made for recesses up to 15 ft. to accomodate outdoor seating and dining areas; and recesses or projections up to 2 ft. for building articulation); 0 ft. required on interior (exceptions may be made for pedestrian passages or one single or double loaded parking bay); 5 ft. min. on end units

Rear: 5 ft. min.

Max. Height: 4 stories (2 stories min.)

PARKING, LOADING & ACCESS

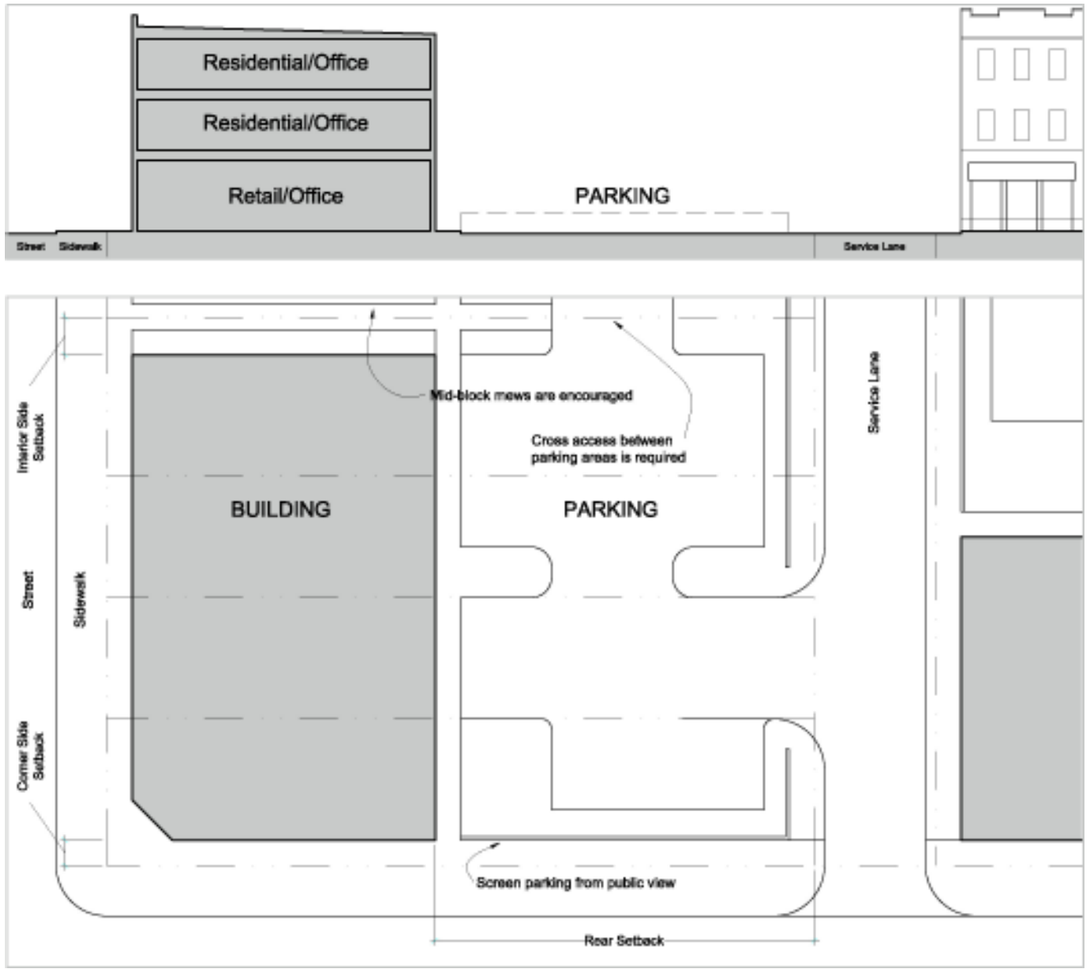
Parking Required: According to UZO

Parking Access: Alley, side street, or shared access drive

Parking Location: Behind, beneath, or beside building and screened from view from a public street

ADDITIONAL STANDARDS

Buildings shall have a first floor height of 14 ft. min.



Architectural Standards

A. General

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

B. Walls

1. MATERIALS
   a. Building walls shall be finished in brick, stone, wood siding, shingles, fiber cement siding/shingles, stucco, or vinyl siding.
2. CONFIGURATIONS & TECHNIQUES
   a. Building foundations less than 2' – 0" above grade shall not be finished but shall show their structural material. For example, a concrete block foundation, less than 2' – 0" above grade, shall not be clad in brick.
   b. Building walls shall only change material along a horizontal line, i.e. brick may be combined with siding when the material change occurs horizontally (typically at a floor or sill line), with the heavier material below the lighter. (This does not apply to detailing around attachments, windows and doors.)
   c. Three options for material configuration shall be allowed (See Image 3):
      1. The front façade is composed of Material 1. The side facades and rear facades are composed of Material 1 from top of foundation to a horizontal line at window sills or floors and Material 2 from the horizontal line to the eave.
      2. The front and side facades are composed of Material 1 and the rear façade is composed of Material 2.
      3. All facades are composed of Material 1.

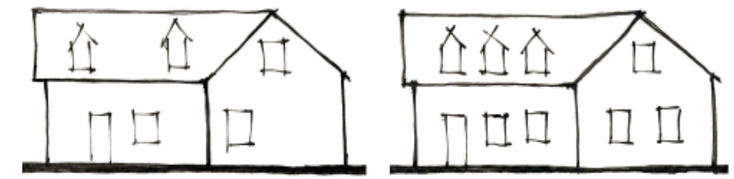
      Vinyl siding may not be used as Material 1.

      Any deviations from the three façade options are Not Acceptable.

      No single option may be used for more than 70% of the buildings within a single development.
   d. Siding shall be horizontal, maximum of 8" exposure.
   e. Shingles shall be horizontal, maximum of 8" exposure.

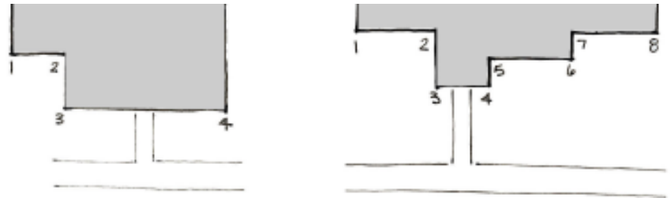
C. Attachments

1. MATERIALS
   a. Chimneys shall be finished with masonry or stucco. The exterior masonry of fireplaces shall extend to grade.
   b. Piers and arches shall be finished in masonry or stucco.
   c. Porches may be enclosed with glass or screens; however, glass enclosures are not permitted on the principal front facade.
   d. Decks shall not be permitted in front or side yards.
   e. Awnings shall have a metal structure covered with canvas or synthetic canvas. (See Image 4)
2. CONFIGURATIONS & TECHNIQUES
   a. Porches shall be a minimum of 6'-0" in depth.
   b. Balconies shall be 3'-0" to 6'-0" in depth. Balconies shall be structurally supported by piers, columns, brackets, or tapered beams. (See Image 5)



Unacceptable Acceptable

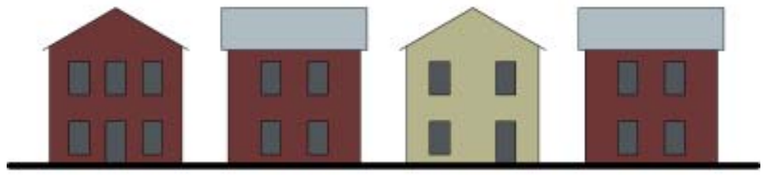
Image 1



Acceptable Unacceptable

Image 2

Front Side Rear Side



Front Side Rear Side

Front Side Rear Side

Image 3

c. Porches, arcades and breezeways shall have square or vertically proportioned (must be taller than wide)openings.

d. Piers shall be no less than 12" x 12".

e. Posts shall be no less than 4" x 4".

f. Wood elements must be painted or sealed with an opaque or semisolid stain.

D. Roofs

1. MATERIALS

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

2. CONFIGURATIONS & TECHNIQUES

a. Principal roofs, if sloped, shall be a symmetrical hipped or gable

b. The ridge of the principal building shall be either parallel to or perpendicular to the street.

c. All gable and hipped roofs shall have a slope of 6:12 to 12:12.

d. All gable and hipped roofs of a building (including the principal structure, attachments and dormers) shall have the same slope. (See Image 6)

e. Flat roofs and parapets shall be permitted on Mixed-Use/ Commercial, Flats, and Live-Work building types.

f. Eaves shall be continuous, unless overhanging a balcony or porch. Eaves on the principal building shall have an overhang that is either shallow (12" - 18") or deep (24" - 30").

g. Eaves on outbuildings shall match the eaves of the principal building if the latter are shallow, or shall be approximately half the size of the eaves of the main building if the latter are deep.

h. Dormers shall light habitable attic spaces, be placed a minimum of 3'-0" from side building walls, and shall be a minimum of 3'-0"wide (exterior) where found in groups of two or more on a single facade. (See Image 7)

i. Dormers shall have shed roofs with a minimum slope of 3:12, or hipped or gable roofs with slope to match the principal structure. Eyebrow dormers are also permitted.

j. Any single gable, hipped or shed dormer (on a single façade) shall be a minimum of 6'-0" wide (exterior) and shall have two or more windows. (See Image 7)

E. Openings

1. MATERIALS

a. Windows shall be wood (painted), aluminum clad, or vinyl and shall be glazed with clear glass.

b. Doors at frontages (including garage doors) shall be wood or metal. Doors shall be painted, stained, or pre-finished. Glass is permitted in doors.

c. Shutters shall be louvered, paneled, or board and batten, and made of wood or fiber cement, and painted (operable or not). (See Image 8)

2. CONFIGURATIONS & TECHNIQUES

a. Windows shall be operable casements, single, double, or triple hung. Windows shall be vertically proportioned (taller than wide).

b. Transoms may be oriented horizontally with panes that match other opening configurations. Transoms may be awning, hopper or fixed. Fixed transoms must have a coordinating door or window.

c. Multiple windows in the same rough opening shall be separated by a 3 ½ " minimum post.

d. Window muntins, if present, shall be true divided light or fixed on the interior and exterior surfaces, and shall create panes of vertical or square proportion (taller than wide or as tall as wide). (See Image 9)

e. Bays shall extend to the floor inside and to the ground outside, or be supported by visible brackets of appropriate size and scale. (See Image 10)

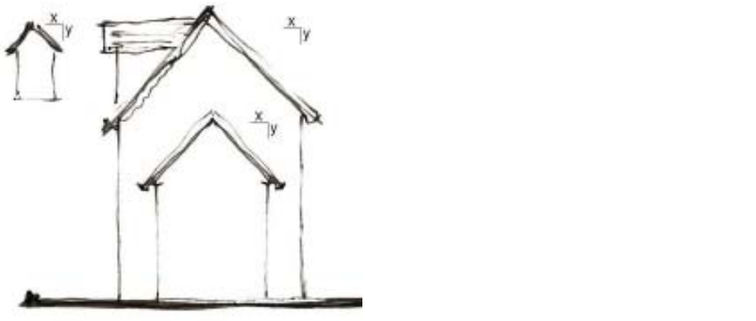
f. All doors and windows require a minimum of a sill, lintel, and drip cap. Windows in sided walls shall have flat casing, minimum. (See Image 11)

g. Brickmold casing is appropriate for windows in masonry walls. Brickmold casing shall be set back from surface to provide sufficient return of the masonry finish (or stucco finish).

Image 4

Acceptable | Acceptable | Unacceptable

Image 5



Acceptable | Acceptable | Unacceptable

Image 6

Acceptable | Acceptable | Unacceptable

Image 7

h. Openings, including dormers, shall be centered vertically with other openings or shall be centered with the wall between openings. (See Image 12)

i. Openings above shall be equal in size or smaller than openings below. (See Image 13)

j. Front doors, including entry door to the porch, shall be located on the primary frontage. For houses on corners, either side of the house may be used, however an entrance on the larger street is preferred.

k. Shutters shall be the same height as the window, and 1/2 the width of the window. Small windows may have one shutter that is the full width of the window. Operable shutters are preferred. (See Image 14)

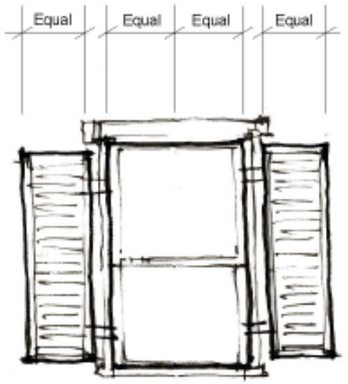
l. Garage doors, not facing alley, shall be a maximum of 9'-0" in width.

m. Sill heights shall be a maximum of 3'-0" from finished floor. The maximum head height shall be 10'-0". Sill heights may vary for windows in a bathroom or kitchen, or decorative windows.

n. Storefront windows shall be between 2'-0" and 2'-6" above ground level and shall reach to within 2'-0" of ceiling height.

o. Storefront buildings must have a minimum of 70% of the first floor front façade as clear or lightly tinted windows. Storefronts of corner buildings shall return a minimum of 10' along the side façade. Additional floors shall have a minimum of 30% glazing. The first floor glazed calculation shall be based on the façade area measured to a height of 14 feet from grade for mixed-use/ commercial buildings and 12 feet from grade for live/work buildings. (See Image 15)

Image 8



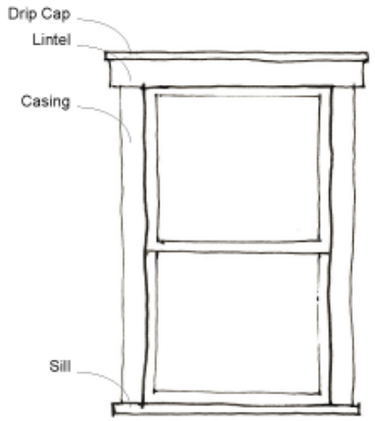
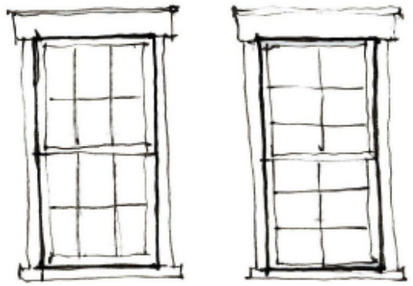


Image 11



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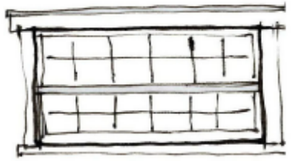

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Image 9

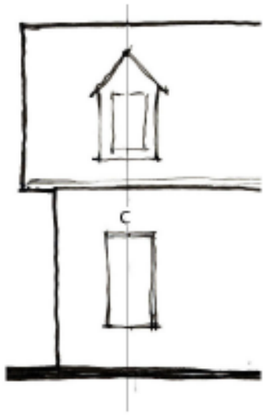

Image 12

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Image 10

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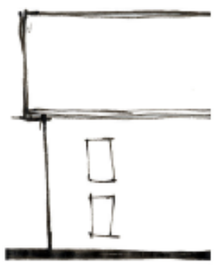

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Image 13