

## **Whites Creek at Lloyd Road Residential Urban Design Overlay**

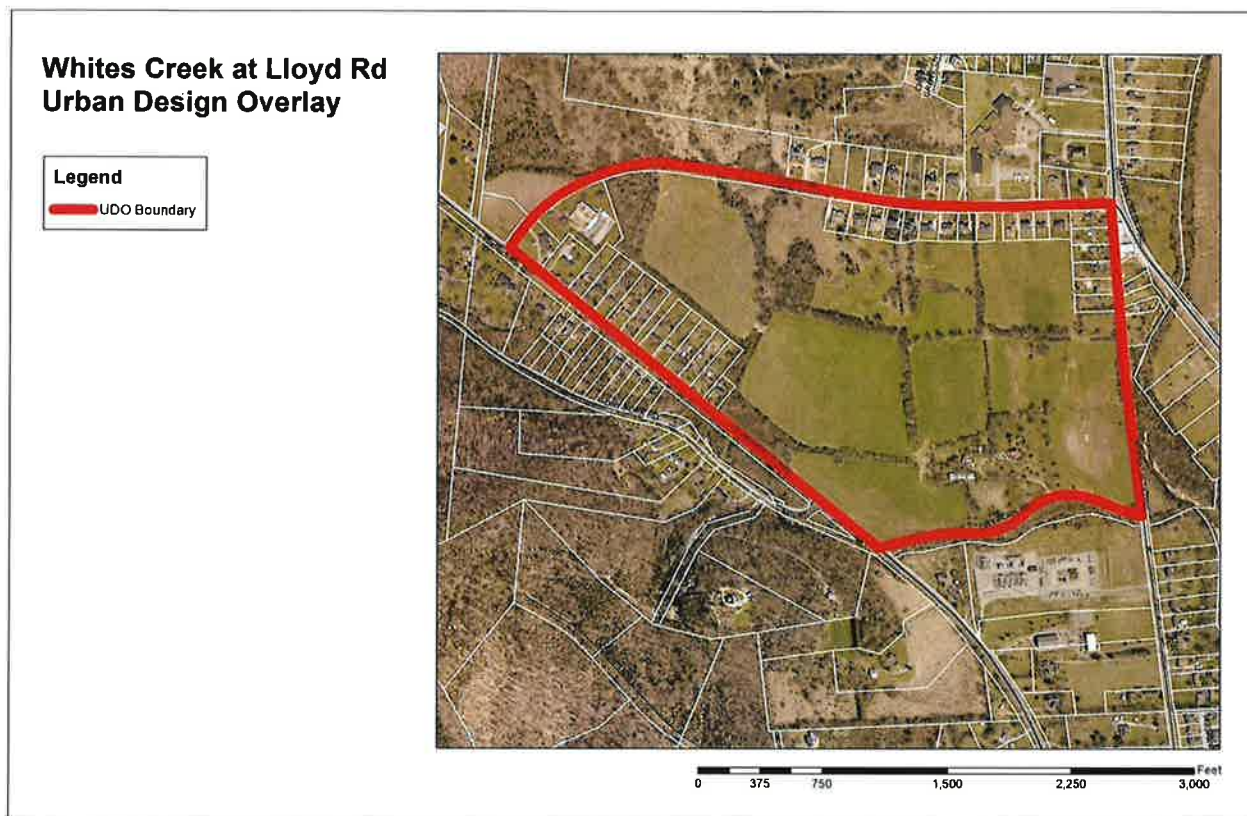
In accordance with the Whites Creek Community Plan adopted May 26, 2016, for Area 4 with a Suburban Neighborhood Maintenance Policy, Conservation Policy and Rural Neighborhood Maintenance Policy, this is an application for an Urban Design Overlay (UDO). The Overlay is for 34 parcels with base zoning districts of primarily RS15 and RS10.

Conservation (CO) policy is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

T2 Rural Maintenance (T2 RM) policy is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

T3 Suburban Neighborhood Maintenance (T3 NM) policy is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

The 34 parcels are contiguous on a total of approximately 118 acres to which this UDO shall apply are along **Clarksville Pike** (4854, 4858, 4862,4866,4870,4874,4880,4884,4888,4892,4896,and 4898); **Dry Fork Road** (3832); **Lloyd Road** (3908,3912,3916,3920,3924,3928,3932,3936,3940,3944,3948,3952, 3956,4060,and 4070); and **Buena Vista Pike** in District 1 (5451-5471). **Below** is a map of this UDO boundary for District 1 parcels on Lloyd Road, Dry Fork Road, Buena Vista Pike and Clarksville Pike neighborhood.



## GOALS AND OBJECTIVES

The intent of the UDO is to employ appropriate design standards that preserve the integrity and footprint of the existing surrounding development pattern and ensures that future growth respects and is consistent with the wider area and fosters an appropriate sense of place for the community.

## APPLICABILITY

Base zone districts standards that are not varied by the provisions set forth in the Urban Design Overlay shall apply to all property within the UDO boundary.

## COMPLIANCE

Full compliance with the Development Standards shall be required when:

- Property is redeveloped or vacant property is developed. For purposes of this section, redevelopment of a property means a structure is completely demolished, including the destruction of the foundation; the property becomes vacant, and then is developed with new construction.

- The building square footage is being expanded; the expansion shall be in compliance with all applicable Development Standards.
- When a new structure is built on a lot with multiple structures, the new structure shall be in compliance with all Development Standards.

## **PROCESS**

Prior to applying for a building permit, applicants shall submit to the Metro Planning Department complete sets of final site plans and elevations for review. Applicants are encouraged to work with the Metro Planning Staff early in the design and development process. Where obvious physical constraints exist on a site within the UDO, the Metro Planning Staff will review alternate design solutions that achieve the intent of the UDO. Existing nonconforming structures can be modified or remodeled as long as the new construction does not allow the structure to become more noncompliant with the UDO standards contained herein.

Future subdivisions of land within the boundaries of the UDO shall follow the subdivision process as defined within the adopted Metro Subdivision Regulations. Specifically, major subdivisions shall require concept plan approval from the Metro Planning Commission prior to final site plan and final plat approval and recordation.

## **MODIFICATIONS**

The natural landscape and man-made environment may present difficulties in compliance with some standards of the UDO. Based on site-specific issues, modifications to the standards may be necessary. Modifications may be permitted because of the exceptional narrowness, shallowness or shape of a specific piece of property, exceptional topographic condition, or other extraordinary and exceptional condition of a property. The condition shall be unique to the subject property and generally not prevalent to other properties in the general area, and shall not have been created by the previous actions of any person having an interest in the property after the effective date of this ordinance.

Any standard within the UDO may be modified, insofar as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties.

Planning Commission or Planning Department staff may approve modifications as follows. The Planning Department staff may approve minor modifications, deviations of 20 percent or less. Should the property owner or developer disagree with any determination made by the Planning staff, the property owner or developer may request that the Planning Commission consider the modification request. The property owner or developer must submit such a request within seven business days of receipt of the Planning staff's determination. The Planning Commission shall consider major modifications, deviations of 21 percent or more.

## **DESIGN CRITERIA**

**Height.** The maximum height for any principal structure is 2 stories in 37 feet. Maximum height shall be measured from the average grade elevation as measured at the build-to line along the front facade to the roof ridge line. Natural grade is the base ground elevation prior to grading. The maximum eave height of any principal structure shall be 22 feet from the top of the raised foundation.

**Frontage Width.** The front façade of the building shall extend at least forty-five percent of the primary lot frontage or the primary building front façade shall be at least twenty-five feet in width, whichever is greater. For purposes of this section, when a parcel has frontage along more than one street, the primary street is defined as the street frontage with the shorter amount of frontage, as measured in feet. Primary structures shall be oriented toward the primary street frontage.

**Garages.** Garages shall be detached and located behind the principal structure, or attached and accessed from the side or rear of the principal structure. The eave of the garage shall not exceed the height of the eave line of the primary structure.

**Accessory structures.** Accessory structures shall be screened with landscaping so as not to be visible from the public street right-of-way. The total building footprint of an accessory building, including detached garages, shall be less than 50% of the total building footprint of the primary structure. The eave of the accessory structure shall not exceed the height of the eave line of the primary structure.

**Access and Driveways.** Driveways are limited to one curb cut per public street frontage. For corner lots, one curb cut is permitted in total for all lot frontages. Driveways and all other impervious surfaces in the required street setback shall be a maximum of 12 feet in width within the street setbacks. Driveways shall be setback a minimum of 2 feet from the side property line. Shared access drives shall be allowed to build to the lot line.

**Building materials.** EIFS, vinyl and aluminum siding, and untreated wood shall not be permitted. Design for buildings on corner lots shall incorporate continuity of design in architectural details and materials that address both streets and shall avoid long, monotonous, uninterrupted walls or roof planes. The primary exterior material shall be brick or stone masonry. Hardie Board shall be permitted only as a secondary material. Secondary building materials shall be defined only as gables, dormers and bay windows.

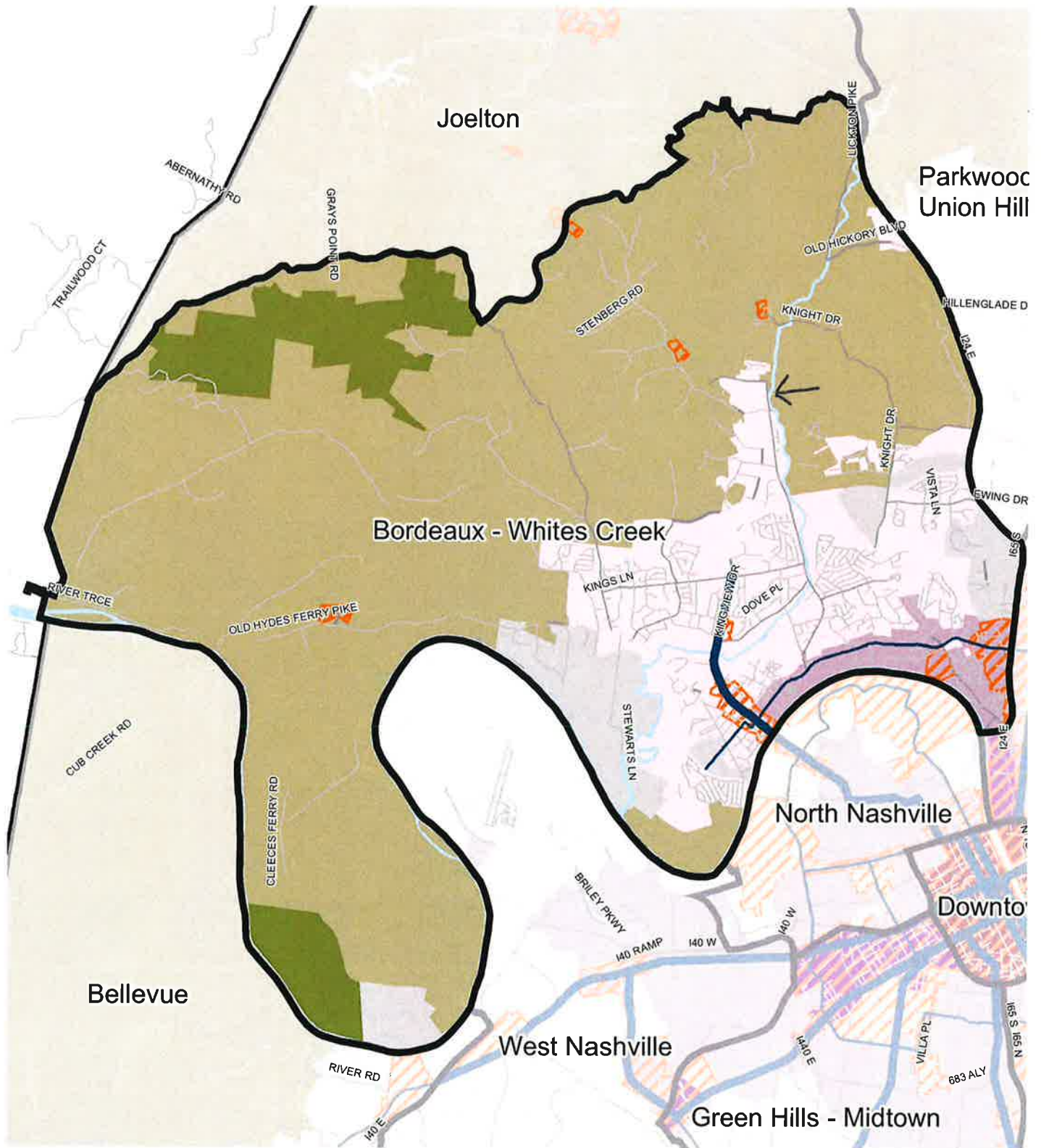
**Raised foundation.** A raised foundation of 18"-36" on the front facade is required for all residential structures.

**Glazing.** Glazing (window openings) shall be a minimum of fifteen percent along the street facing facade. Window openings along the street facing façade shall be square or vertically oriented except for transom windows. For purposes of measuring glazing, minimum glazing shall be measured from the top of foundation to the roof line.

**Principal Entrance.** The main entry to the building shall address the primary street.

**Porch Depth.** Porches shall have a minimum of six feet of depth.

**Figure BWC-2: Transect**  
Bordeaux-Whites Creek detail



**Transects Legend**

- |   |  |   |   |
|---|--|---|---|
|  Centers            | <b>Priority Corridors</b>  |  T1 Natural  |  T5 Center   |
|  Subarea Boundaries |  Immediate Need |  T2 Rural    |  T6 Downtown |
|  Anchor Parks       |  Long-Term Need |  T3 Suburban | D District  |
|   |  |  T4 Urban    |  Water       |

## The Transect

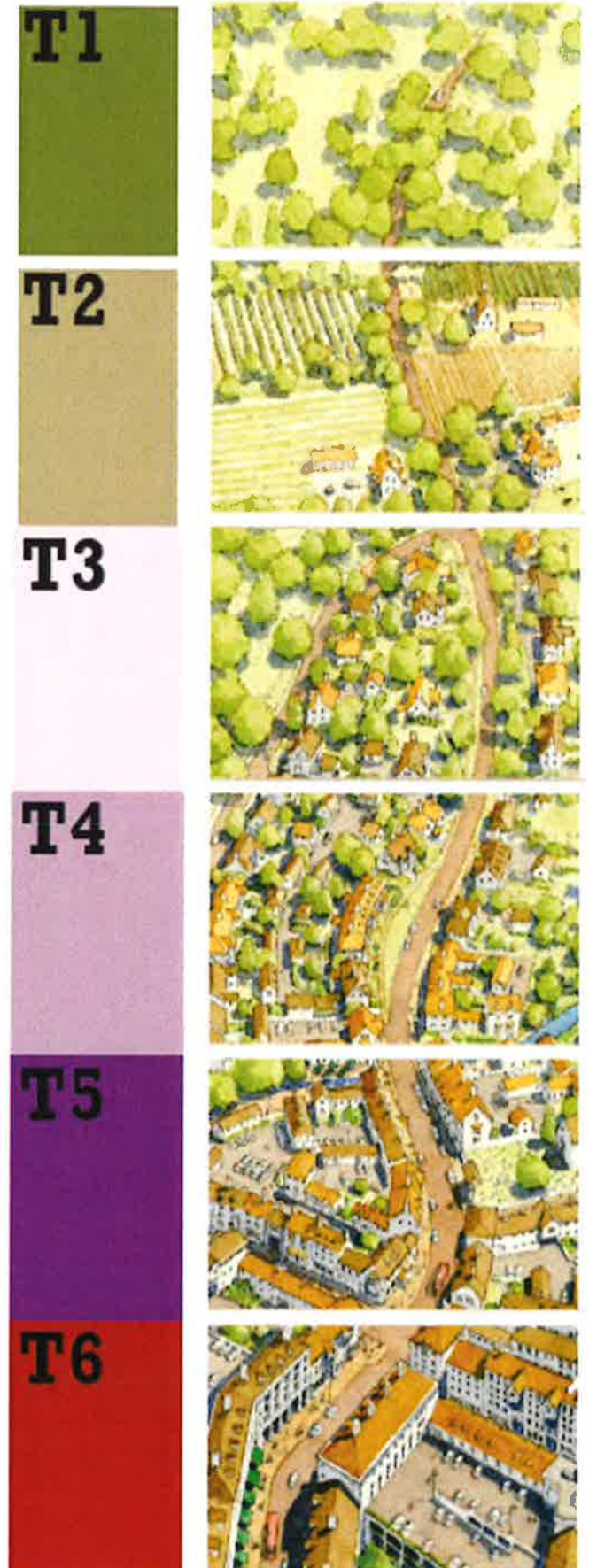
Planning in Nashville has, for many years, used the “transect,” which is a system for categorizing, understanding, and guiding the various development patterns of a region, from the most rural to the most urban. The transect calls for all elements of the natural and built environment to be consistent with the character of the transect category within which they are located. Figure BWC-3 illustrates the range of categories in a general transect.

The Nashville/Davidson County Transect consists of seven categories of natural and built environments. Each category is listed below with its presence in Bordeaux-Whites Creek.

- T1 Natural: Includes Beaman Park and Bells Bend Park.
- T2 Rural: Includes the Whites Creek, Scottsboro, and Bells Bend areas where steep topography, floodplains, and rural character exist.
- T3 Suburban: Includes the Bordeaux area and its numerous neighborhoods.
- T4 Urban: Includes the Katie Hill area around Fern Avenue and Baptist World Center Drive.
- T5 Centers: Not present.
- T6 Downtown: Not present.
- D District: Includes areas with special uses, such as industrial areas and utilities.

The transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that portions of the Bordeaux-Whites Creek-Haynes Trinity community are suburban, other neighborhoods are rural in character, while a small area is urban, and should be encouraged to remain that way. All three development patterns are viable and desirable, but thoughtful consideration must be given to development proposals to ensure that these different forms of development are maintained. Figure BWC-2 shows the transect in the Bordeaux-Whites Creek-Haynes Trinity Community Plan area.

Figure BWC-3: The Transect



*Credit: Center for Applied Transect Studies  
<https://transect.org/>*