



BAKERTOWN
SPECIFIC PLAN
2008SP- 023U-13

Metropolitan Planning Department

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Acknowledgements

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Councilmembers Charlie Tygard and Duane Dominy for facilitation and participation.

And to the numerous community stakeholders who spent their time working on this plan for a transformation of the Antioch Pike Corridor and the Bakertown Community.

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Future Perspective of Antioch Pike looking north to Cherokee Court



Existing Conditions

Intent of the Plan

The Specific Plan (SP) District is a zoning district intended to implement the context-sensitive urban design and land use compatibility provisions of the General Plan. The SP district standards are guided by the land use policies adopted for each segment of the study area. Development standards have also been created to address various issues including building design and placement, signage, parking and access, landscaping, and land use restrictions. The Development Scenario and standards within this Specific Plan have been intentionally created to completely comply with this area's land use policies and from community feedback through a series of community meetings.

The following goals served as the guiding principles in the development of the general standards contained within this document.

- To develop a center of activity along Antioch Pike that contains predominantly commercial and mixed-use development with a character that sets it apart from typical strip development along the corridor.
- To provide safe, convenient vehicular movement into, out of, and within the study area, while maintaining a pedestrian and bicycle-friendly environment.
- To provide meaningful open spaces on the property as visual relief for people working or shopping within the study area as well as for passive recreation for those who live within the area.
- To create a non-commercial transition between commercial development along Antioch Pike and the neighboring single family residential development behind.
- To seamlessly integrate housing into the overall development that is sensitive to existing residential development in the neighborhood.
- To connect residential development, shopping areas, places of work, open spaces, and other points of activity through a system of sidewalks and bike lanes.
- 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 apply a water quality concept that protects and enhances the existing natural integrity of the site.
- To soften the visual impact of new development and provide a greater level of comfort for pedestrians.
- To assist those who live, work, and shop within the SP area in finding destinations, while preventing visual clutter that threatens traffic safety and is harmful to the appearance of the community.

How to Use this Plan

This document establishes the land use and design standards for the properties in the Antioch Pike SP. The SP district is divided into three subdistricts, each with its own character. Within each subdistrict, the following elements are present:

System & Land Use Strategies – used to explain the urban design intent of the SP district. Future development is intended to be consistent with the development guidelines, but they are not regulatory in nature.

System regulations – address “systems” within the SP district (transportation, parking, and access; streetscape; signage; and landscaping and buffering) to insure consistent development within each subdistrict. For each subdistrict, goals and standards are provided for each system category. The goals describe the intent of the SP for each system within the subdistrict and the standards provide the framework to achieve the goals. The standards are regulatory: all future development within the SP district must be consistent with the system standards for the subdistrict where it is located.

Building standards – specify standards for height, physical configuration, and urban design characteristics that are required for new buildings constructed within the SP district. While many different building types would be appropriate within each subdistrict, there are requirements that all new buildings within the SP district must meet. The standards are presented through text, graphic representations, and photographic examples of buildings consistent with the standards. These standards are regulatory; all future buildings within the SP must be consistent with them.

Land Uses – establish the permitted and excluded land uses for each subdistrict. In general, the permitted land uses for each subdistrict are intended to be consistent with the applicable Community Plan adopted by the Metro Planning Commission, including any Detailed Neighborhood Design Plan that may apply. The permitted and excluded land uses are regulatory; all future development within the SP district must be

consistent with them.

Signage standards – specific signage requirements are provided for each subdistrict, as well as general sign standards, which are detailed in a separate section. The sign standards are regulatory: all future development within any portion of the SP must be consistent with them.

All provisions described above as regulatory in nature 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 SP will be reviewed for adherence to these provisions.

Final site plans shall be submitted in the future for any development within the boundary of the SP. Final site plans shall consist of a detailed set of construction plans that fully demonstrate compliance with the SP 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 the final site plan, a final subdivision plat may be required to establish lots, rights of way and easements. Bonding for these improvements will be required.

Prior to applying for a building permit, applicants shall submit to the Planning Department complete sets of final construction documents, including site plan and landscape plan, for review and approval prior to the issuance of permits.

Applicants are encouraged to work with Metro Planning staff early in the design and development process. Where obvious physical constraints exist on a site within the SP, Planning staff will review alternative design solutions that achieve the intent of the SP for that subdistrict. Where a single use or function spans more than one subdistrict, Planning staff will work with the applicant to determine alternative solutions that achieve the design intent

of the SP.

Application of Guidelines, Standards, and Regulations

The design guidelines, system regulations, building standards, land uses, and signage standards apply to all property located within the SP district as described below, with the exception of modifications to individual single family and two family residences in existence prior to the adoption of this SP district, which shall be exempt from the system regulations and parcels 148000174000, 14800017300 and 14800017900, currently known as the Baker Station and Peppertree Apartments, which shall be exempt from these regulations unless a complete redevelopment of the properties is proposed. All other modifications on these properties shall comply with the provisions of the zoning district reference within the subdistrict. The standard provisions for the zoning district identified in each subdistrict shall control the development guidelines, system regulations and building standards for any frontage on a side street within the SP district.

The design guidelines, system regulations, and building standards of this SP shall apply to the redevelopment of property when the provisions of paragraphs 1 or 2 below are met.

1. The value of any one building permit is twenty-five percent, or the value of multiple building permits during any five year period is fifty percent of the value of all improvement on the lot prior to application for the building permit; or
2. The total building square footage of any one expansion is twenty-five percent, or the total building square footage of multiple expansions during any five-year period is fifty percent, of the total building square footage of all improvements on the lot prior to improvement.

For the purposes of paragraph 1., above, the “value of all improvements on the lot prior to application for the building permit” initially will be determined by reference to the official records of the Davidson County Assessor of Property. If the improvements on the lot currently meet Metro Code standards, then the owner may, at their opinion, submit a commercially acceptable estimate of the replacement cost of the improvements, which may be used as an alternate method to determine their value.

Notwithstanding paragraphs 1 and 2, above, all signage provisions contained in this SP shall apply to all sign-related permits. If a non-conforming sign is damaged, however, the issuance of a permit for repairs to the sign to restore the sign to its pre-damage state shall not require compliance with the standards contained in this SP.

The permitted and excluded land uses in each subdistrict contained herein shall apply to all properties located within the SP district upon adoption of this SP ordinance by the Metro Council.

For any provisions not described in this SP, the bulk regulations for all properties located within the SP district shall be determined by reference to the zone districts included in the land use table in each subdistrict.

Any variations from System Regulations or Building Standards that meet the intent of this document may be approved by the Executive Director of the Planning Department. Any variations or requested changes to the System Regulations or Building Standards that do not meet the intent of this document must be approved by Metro Council.

Site Description

The Bakertown Specific Plan is located in Council District 28 and contains approximately 87.79 acres of land. This SP encompasses all parcels of land that abut the western portion of Antioch Pike from its intersection with Ezell Road on the northern end, to its intersection with Haystack Lane on the southern end and then extends to the west to include property located on Spann Court, Antioch Court, Cherokee Court, Cherokee Hills Drive and a few properties on Luna Drive and Cherokee Place. The properties affected by this plan are highlighted in red on the aerial photograph. This area is comprised of 143 contiguous parcels of land located within the *Antioch/Priest Lake Community Plan* area.

The site currently consists of single-family homes, duplexes, apartments, mobile homes and vacant parcels. Most of the land is part of various phases of the Cherokee Hills Subdivision, which was developed in the 1960s when Antioch Pike was a two-lane road. At that time, the land opposite Antioch Pike from Cherokee Hills was zoned for office. The late 1990s brought industrial zoning, which seemed a logical conclusion given the close proximity to the Nashville International Airport and the Interstate 24, however, no consideration was given to the affect on the single-family homes on the west side of Antioch Pike. Today, the industrial area to the east of Antioch Pike is occupied by a waste transfer facility, a trucking terminal, a check printing facility, and a quarry. Antioch Pike is a 5-lane arterial roadway. The frontage of Antioch Pike is no longer a sustainable location for single-family homes due to the current development and traffic pattern.

The site is made up of gently sloping to steeply sloping hills and contains several streams and floodplain that are part of the Mill Creek Watershed.



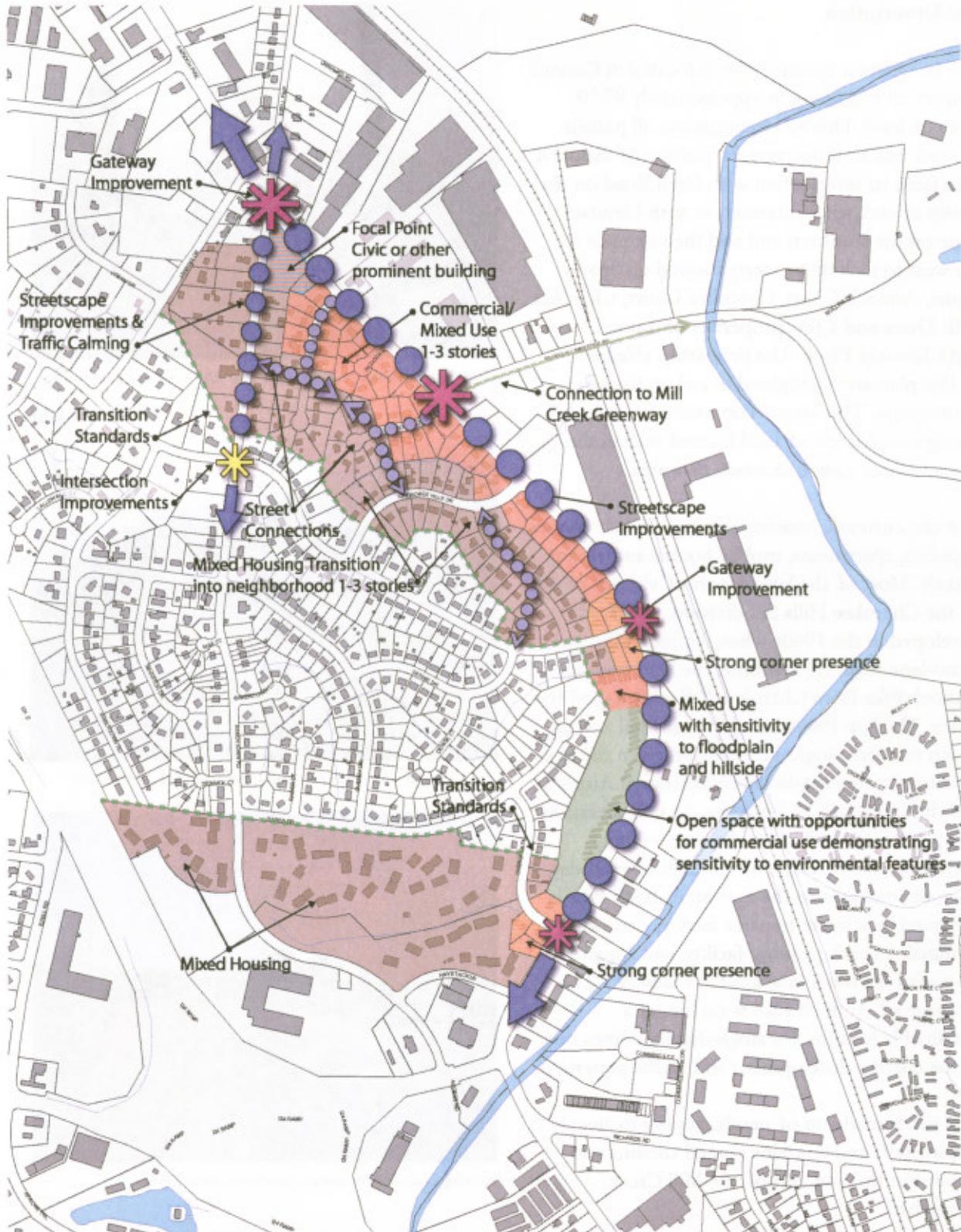
Single family residential located along Antioch Pike across from Industrial uses.



Existing mobile homes located within the flood plain along Antioch Pike.



Existing single family residential located along Antioch Pike.



Concept Plan & Community Input

On June 17th, 2008, a Visioning Workshop at the Meades Chapel Church of Christ was attended by approximately 60 participants. Planning Staff began the meeting by presenting an overview of the community planning process, principles of sustainable community development and an inventory of the existing site conditions. The participants were then divided into 6 groups and Planning Staff served as facilitators for each group. Each group sat at tables with an aerial map and a set of questions. The groups discussed the strengths and weaknesses of the community, what types of new development they would like to see, and where they would like to see it. Each group presented its findings at the conclusion of the evening.

Some common themes heard at the Visioning Workshop included:

- Create a cohesive commercial appearance that is compatible with the neighboring residential area
- Include small shops and businesses that cater to neighborhood needs- beauty shop, hardware store, corner market, medical office, bakery, movie rental store, fabric store, offices & other small businesses
- Prohibit bars and adult businesses
- Develop sign regulations to reduce clutter
- Improve sidewalks & crosswalks to increase walkability
- Improve access to parks & greenways
- Provide a place for neighbors to congregate
- Provide a variety of housing choices that support every stage of life, achieve affordability and home ownership
- Plant street trees and emphasize landscaping
- Provide additional family activities & community services
- New development should support the existing residential neighborhood, preserve the history of the area and tie the community together

These themes were used to create the concept plan at the left. The concept plan was presented to the community at a meeting on July 17, 2008. The concept plan was then refined, and used as a base to create the Development Scenario and the Building Regulating Plan. The final draft was then presented to the community on July 31st, 2008.



Public Meeting to review the Draft Concept Plan held July 17, 2008



Development Scenario

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

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:

- Provide pedestrian and vehicular access into centers of activity without requiring residents to travel Antioch Pike in order to access retail shops.
 - 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 and rear access drives to reduce curb cuts along Antioch Pike and to relieve the residential streets from being dominated by garage doors and multiple curb cuts for driveways.
 - 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.
 - Work with the existing topography and “split” buildings in order to transition grade.
- 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 Mixed Use buildings located along Antioch Pike.



Future Perspective of Antioch Pike looking north to Cherokee Court



Future Perspective of Gasser Drive



Adaptive Reuse of Existing Residential Buildings to Commercial Use

During the Visioning Process, several attendees commented that they would like to see the existing homes along Antioch Pike used for commercial purposes instead of demolishing them to make way for new construction. Staff explored whether this option was possible and the graphics on these two pages illustrate how it could be possible to adaptively reuse the structures.

A common difficulty in both the reuse of the existing structures and the construction of new buildings is land assemblage. The lots in the subdivision were designed to be single-family and are generally not adequate in size to transition into a non-residential use in a single lot-by-lot pattern. It is likely that a developer may find it



more feasible to remove the structures and start over with new construction once assembling properties. However, it is possible for multiple owners to work together to accomplish a plan similar to the illustrations.

Elements that would be required to adapt a single-family residence to commercial purposes are most importantly access and parking. One of the goals of this SP is to create a walkable community designed for pedestrian access, and although there is an existing sidewalk on Antioch Pike it is located directly adjacent to vehicular traffic, is obstructed with utility poles and is not pedestrian friendly. With any new development, a new sidewalk with a grass strip separating the



sidewalk from the street is required. The existing driveways are sized for residential use and are not wide enough for commercial traffic, and they are spaced too close together. New, wider driveways would be required and would need to be consolidated to prevent traffic problems. This means driveways existing today would need to be closed and an overall shared access plan would need to be devised.

Providing the paved surface for the driveway and parking spaces increases impervious surface, which then increases storm water runoff. The increased storm water runoff requires the installation of detention and water quality devices to prevent damage to prevent flooding

downstream and to clean pollutants from the water before it is returned to adjacent bodies of water. It should also be noted that in the first example, a stream with a required 30-foot no-disturb buffer runs through the property, further decreasing the amount of land able to be developed. Additionally, if located adjacent to the boundary of Subdistricts 2 and 3, which are residential in character, a landscape buffer yard is also required.

Providing these items may require more land than is available in a single parcel. While it is possible to adaptively reuse the existing structures, it may not be likely considering the difficulties involved in redevelopment.

NEIGHBORHOOD VISION GOALS AND OBJECTIVES



Arterial road similar to Antioch Pike with a median and streetscape design that is pedestrian-friendly with tree plantings located along the road.



Arterial road similar to Antioch Pike with a median and designed streetscape.



Residential street with multi-family residential on one-side scaling down to single-family residential.

Vehicular Circulation

Goal 1: To provide safe, convenient vehicular movement into, out of, and within the study area, while maintaining a pedestrian and bicycle-friendly environment.

Objectives:

- 1.1 Require traffic impact studies for final SP submittals as required by the traffic engineer.
- 1.2 Upgrade existing streets as appropriate to accommodate the traffic generated by new development. For projects which include multiple phases, 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.
- 1.3 Provide vehicular access from joint access points to minimize vehicular/pedestrian conflict points. The Conceptual Access Management Plan shall be used to guide access management.
- 1.4 Provide cross access for parking for all new development.
- 1.5 Utilize the network of internal streets to connect residential, shopping, employment, and recreation uses within the development with a clear pattern of streets, service lanes, and drive aisles.
- 1.6 Design all streets to directly correspond with the type and intensity of development proposed along them.
- 1.7 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.
- 1.8 Design streets for all forms of movement, striking a balance between the automobile, pedestrians, and cyclists.

Bicycle and Pedestrian Circulation

Goal 1: To connect residential development, shopping areas, places of work, open spaces, and other points of activity within the development through a system of sidewalks.

Objectives:

- 1.1 Provide sidewalks with wide planting strips and street trees in planting strip to provide separation for pedestrians from vehicular traffic.
- 1.2 Require appropriate sidewalks along all new public streets in the study area, and add or upgrade sidewalks to the appropriate standards along existing streets as properties along those streets redevelop.
- 1.3 Install crosswalks with pedestrian signalization at all appropriate internal locations, as well as at the intersection of Antioch Pike and Ezell Road and Antioch Pike and Franklin Limestone Road/ Cherokee Court.



Sidewalk along a residential street.



Sidewalk along a commercial corridor with fencing to screen parking.



Wide pedestrian-friendly sidewalks around commercial with on-street parking.



Public transit stop along a corridor similar to Antioch Pike.



Public transit stop that provides shelter and seating.



Convenient and safe transit stop with a turn-off from the main corridor.

Transit

Goal 1: To encourage the use of public transit in the area by making transit convenient, safe, and comfortable.

Objectives:

- 1.1 Extend bus service along Antioch Pike.
- 1.2 Provide the transit stop into a focal point within the new development
- 1.3 Provide appropriate signage, lighting, and shelter.

Signage

Goal 1: To assist those who live, work, and shop within the SP area in finding destinations, while preventing visual clutter that threatens traffic safety and is harmful to the appearance of the community.

Objectives:

- 1.1 Create signage along Antioch Pike that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Require pedestrian-scaled signage within the interior of the study area. The width and height of signage and sign structures should not dramatically outsize an adjacent pedestrian.
- 1.2 Illumination should allow visibility of signage to passing pedestrians and motorists without unreasonably brightening area surrounding the sign. Illumination should focus on the illumination of important sign features, such as letters and logos.
- 1.3 Freestanding sign placement should allow the sign to blend with surrounding landscape and should not crowd pedestrian space.
- 1.4 Sign placement on buildings should be consistent among adjacent buildings and should be placed at a height on the building that is within the normal visibility of an adjacent pedestrian.
- 1.5 Design signs as an integral part of the overall building design rather than as appurtenances to buildings.
- 1.6 Construct signs with durable materials that are easy to maintain.



Signage incorporated into an awning.



Ground monument signage.



Pedestrian-oriented building signage that compliments the architecture.

Parking and Access

Goal 1: 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:

- 1.1 Place off-street parking for all new development to the rear of buildings wherever possible and to the side only if necessary.
- 1.2 Screen all off-street parking from public view.
- 1.3 Provide formal on-street parking on new streets within the development in order to utilize less land per space than off-street parking, provide opportunities for visitor parking, create a buffer between moving traffic and pedestrians, and to serve as a traffic calming device that slows vehicles.
- 1.4 Create well-defined sidewalks and pathways that permit pedestrians to move safely and comfortably from their vehicles into buildings.
- 1.5 Develop shared parking agreements for properties characterized by differing peak user times or days in order to minimize the total requirements for off-street parking.

Goal 2: To allow access to the study area from Antioch Pike and Ezell Road, as well as internal streets within the study area, while maintaining a safe, convenient, and attractive roadway system for pedestrians, bicyclists, and motorists.

Objectives:

- 2.1 The Conceptual Access Management Plan shall be used to guide access management in the SP district.
- 2.2 Reduce the number of individual curb cuts, especially along Antioch Pike, and require cross access among adjacent parking lots in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings without having to re-enter Antioch Pike.
- 2.3 Limit the width of parking access to minimize the interruption to the sidewalk network.
- 2.4 Consider adjacent, but unrelated property owners, with regard to access and future options for those properties with each development proposal.



Parking areas located to the sides and residential garages facing the alley.



Parking lot with appropriate landscape aisles and screening.



Access to parking structure behind mixed-use buildings clearly differentiated from pedestrian access locations.



Sidewalks and cross-walks clearly defined and differentiated from automobile access drives.



Vegetative screening of parking lots.



Pedestrian sidewalk zone separated from the street with vegetative plantings, trees, and on-street parking.

Landscaping and Buffering

Goal 1: To soften the visual impact of new development and provide a greater level of comfort for pedestrians.

Objectives:

- 1.1 Protect existing trees to the greatest extent possible, and plant quality trees to replace trees that must be removed for development.
- 1.2 Screen parking areas where they face a public street to minimize the visual impact of parked vehicles.
- 1.3 Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from public streets.
- 1.4 Plant street trees along streets to soften architecture and provide shade and comfort to pedestrians.
- 1.5 Screen using vegetation, fencing or any combination along the perimeter of the SP district bordering established single-family from dissimilar new development, and as appropriate between the Subdistrict 1 and Subdistricts 2 and 3 where seamless transitions are not being made. The landscape buffer yard standards for the UZO shall apply.

Goal 2: To apply a water quality concept that protects and enhances the existing natural integrity of the site.

Objectives:

- 2.1 Design and construct stormwater detention and water quality ponds in compliance with Metro Stormwater, while incorporating features into the ponds that provide for use and aesthetic enjoyment that is consistent with the photographs shown within this section.
- 2.2 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.
- 2.3 Design ponds that provide variety and interest in the composition, shape, and diversity in plant material selection.
- 2.4 Select plant species based on their ability to survive the local climate, their minimal demand for maintenance, and their adaptability to the conditions typically experienced within stormwater facilities.



Vegetative buffer that preserves existing trees and screens parking areas that face a public street.



Street trees planted to soften architecture and separate the sidewalk from the street.



Stormwater management features such as ponds designed to be an amenity.



On-street parking and landscape strip with street trees provide a pedestrian-friendly streetscape for this residential neighborhood.



Parking area along a public street screened with low-wall and vegetation.



Pedestrian connection between buildings.

Parks and Open Space

Goal 1: To provide gathering spaces, natural areas and open spaces in the SP as visual relief for people working or shopping within the study area as well as for active or passive recreation for those who live within the area.

Objectives:

- 1.1 Design detention and water quality areas as amenities by providing seating, walkways, and landscaping.
- 1.2 Construct a neighborhood “green” within the residential area of the development to serve as a location to gather, socialize, and play.
- 1.3 Provide hardscaped plazas within the mixed use areas to provide areas to gather, and relax while shopping.



Open space designed as an amenity feature.



A park an amenity feature within a commercial development.



A pocket park within a residential neighborhood.



A formal park framed by townhomes.



Commercial mixed-use development.



Commercial streetscape with on-street parking.



Commercial uses on the ground level with office uses on the upper floors.

Buildings and Lots

Goal 1: To develop a mixed center of activity containing predominantly commercial and mixed-use development along Antioch Pike with a character that sets it apart from typical strip development along existing sections of Antioch Pike.

Objectives:

- 1.1 Construct buildings along Antioch Pike with a mixture of uses.
- 1.2 Provide residential uses on the upper floors of mixed-use buildings as appropriate to provide housing needs to three interchangeable lifestyles: less mobile individuals that are within a short distance of public transit and/or their daily needs AND individuals who prefer to live near the vitality that will be provided by the mix of uses along Antioch Pike, AND individuals who do not desire the maintenance that accompanies the typical single-family detached house.
- 1.3 Create office spaces on the upper floors of mixed-use buildings as appropriate to provide opportunities to work in close proximity to where one lives.
- 1.4 Allow stand-alone office and residential buildings as well if the market does not support all buildings along Antioch Pike containing retail.
- 1.5 Provide a high level of pedestrian access to and within individual buildings. At a minimum, this should include providing sidewalks and safe crossing areas across parking lots through such means as markings, textured pavement, or other walkways.
- 1.6 Create a unique sense of place along Antioch Pike by constructing buildings of the appropriate scale, with proper orientation and architectural detailing.

Goal 2: To create a non-commercial transition between commercial development along Antioch Pike and residential development along adjoining streets that provides opportunities for people to live and work within the same development.

Objectives:

- 2.1 Allow buildings that are more pedestrian-friendly with moderately-intense office and residential uses.
- 2.2 Locate buildings close to the street as appropriate in order to create a comfortable and interesting pedestrian environment.
- 2.3 Place buildings so that the primary pedestrian entrance is oriented to the street or civic open space.
- 2.4 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 2.5 Provide public gathering spaces, such as lawns or plazas, as appropriate at entrances to office and residential buildings.



Three-story mixed-use building with ground floor retail.



Multi-family with on-street parking.



Commercial mixed-use development with on-street parking.



Two-story townhomes.



Single-family residential sited with consistent setbacks to maintain a consistent building form and rhythm along the street.



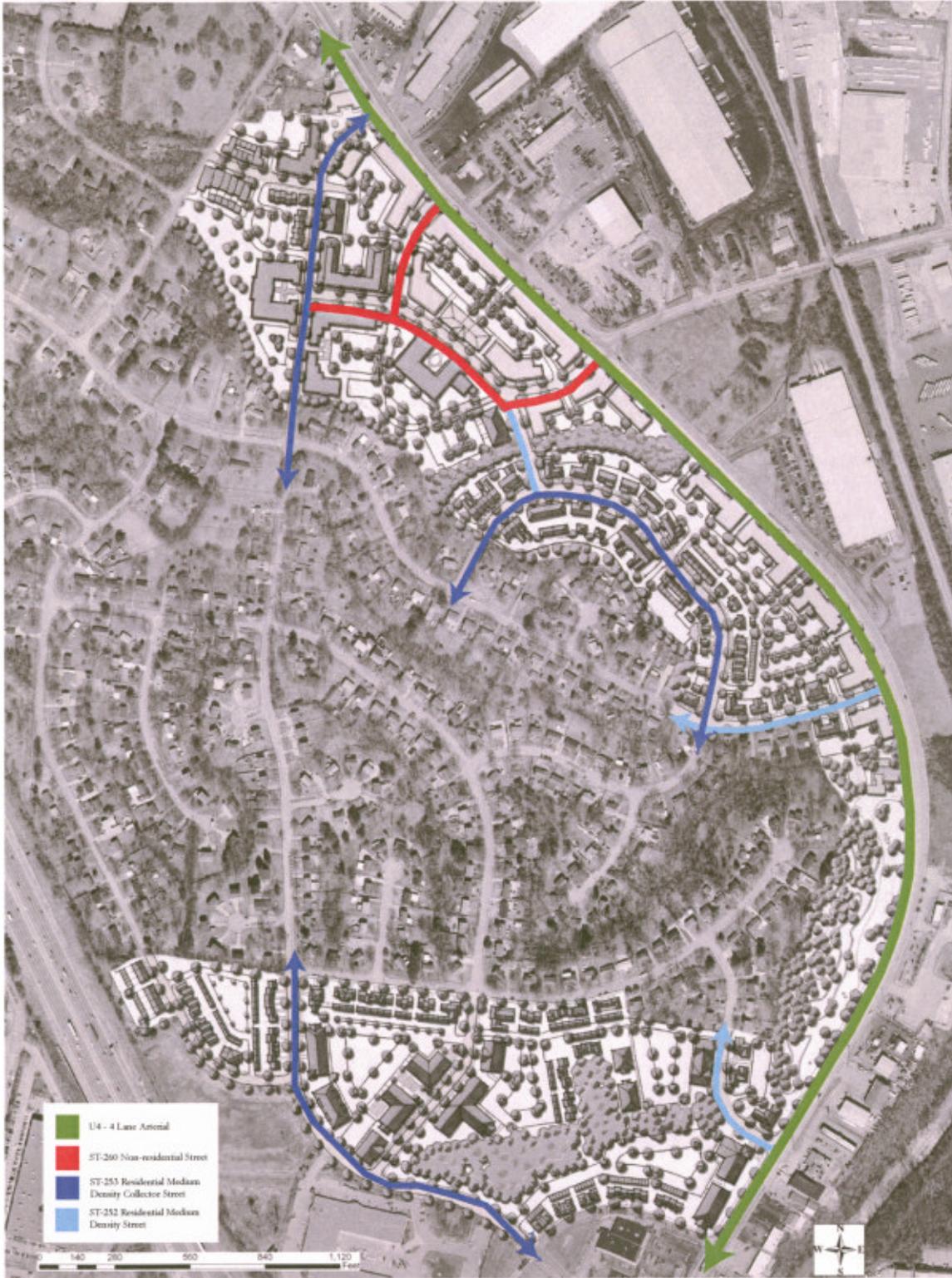
Three-story maximum on building heights to integrate with single-family residential further down the street.

Goal 3: To seamlessly integrate housing into the overall development that is consistent in scale with the mixed use areas, while remaining sensitive to existing residential development neighboring the SP district.

Objectives:

- 3.1 Allow moderate residential building types such as townhouses and stacked flats.
- 3.2 Limit building heights to 3 stories and provide consistent setbacks for new residential buildings.
- 3.3 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 3.4 Place buildings so that the primary pedestrian entrance is oriented to the street or civic open space.
- 3.5 Orient residential buildings toward the street by providing entries, windows, porches, and balconies along the streets.
- 3.6 Articulate large building facades in order to avoid expanses of uninterrupted walls.
- 3.7 Construct buildings close to the right-of-way line as appropriate in order to create safer and more active streets.
- 3.8 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.
- 3.9 Locate townhouses and stacked condominium building types with access from rear service lanes to minimize curb cuts along Antioch Pike, Ezell Road, and internal streets.
- 3.10 Construct housing in these areas with shallow setbacks and front porches to encourage interaction with pedestrians and neighbors.

DEVELOPMENT STANDARDS



Street Network Plan

The Bakertown SP street network was developed in order to maximize development potential of properties within the SP boundary, while dealing with existing constraints and attempts to provide maximum visibility for new development. New streets and street reconstruction should be constructed to the specified Metro Public Works public street standards as development occurs. The street system shown has been designed with the natural topography of the land in mind; however, constraints may become apparent as in-depth design analysis is conducted. Given these constraints, and difficulties in land assemblage, other alternatives may be considered, however, the applicant will be required to also consider how their alternate scenario will affect the remaining properties within the SP district. Final SP submittals will be reviewed according to this standard.

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.

Street furniture is encouraged. Furnishing areas shall be a minimum of six (6) feet wide. Street trees shall be located in furnishing areas, and no utilities are allowed within furnishing areas. Street lighting is required. Utilities shall be placed underground in compliance with Chapter 17.28.103 of the Metro Zoning Ordinance.

On-street parking is encouraged along all streets, with the exception of Antioch Pike. The additional parking spaces along the street will help reduce the number of required off-street spaces. On-street parking provides convenient access for guests and patrons, creates a buffer between automobiles and pedestrians, and tends to slow the

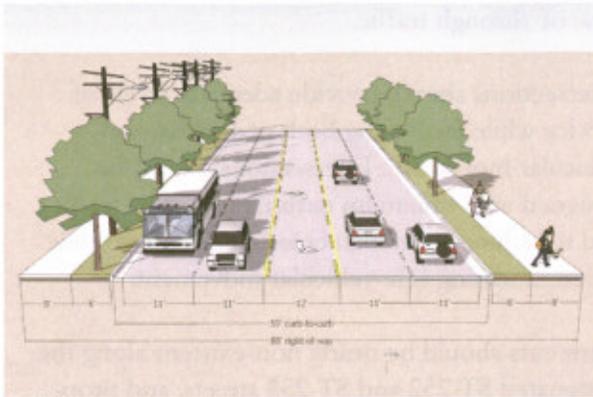
flow of through traffic.

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.

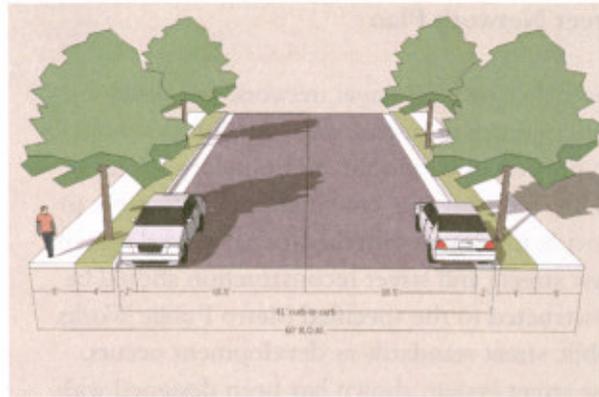
Curb cuts should be nearly non-existent along the designated ST-252 and ST-253 streets, and property access should be gained through alleys and rear drive aisles. Curb cuts along all other streets must also be kept to a minimum. Access points should be consolidated and shared to the greatest extent possible, and cuts should occur in terms of location and quantity as depicted on the illustrative concept plan.

Alleys or rear service lanes are required within the Bakertown SP, providing an opportunity to put garages and parking in the rears of buildings, allowing porches and pedestrian entries to front the street. Parking in the rear will keep the fronts of houses from being dominated by garage doors or parking lots and compromised by curb cuts. Adequate sight distance should be provided where alleys intersect streets.

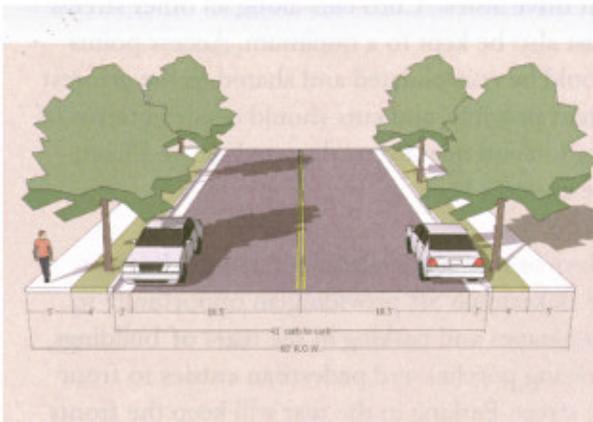
Each street type has been designated to correspond with the types of uses and intensity of development along that street. While the Street Network Plan illustrates the desired conceptual street layout and design, the plan must be flexible to respond to physical site conditions, dispersion of building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



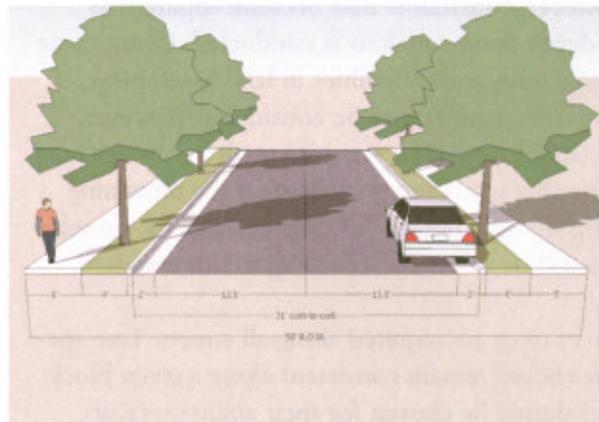
U-4, Urban Arterial (Antioch Pike)



ST-260, Non-residential Street



ST-253, Residential Medium Density Collector Street



ST-252, Residential Medium Density Street

Street Sections

Each street type has been designed to correspond with the types of uses and intensity of the development along the 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 SP 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 shall be located as close to intersections as is consistent with public safety.

Focused traffic studies will be required as determined by the Metro Traffic Engineer when development occurs. At a minimum, focused studies shall include: (1) an analysis of all development rights within the proposed development phase, as defined in this SP document, and (2) any other phases that may impact the existing and proposed public infrastructure within the proposed development phase.



Conceptual Access Management Plan

Driveways

- Existing - Remove
- Existing - Maintain
- Existing - Convert to Shared Driveway
- Planned - Build with Redevelopment



Access Management

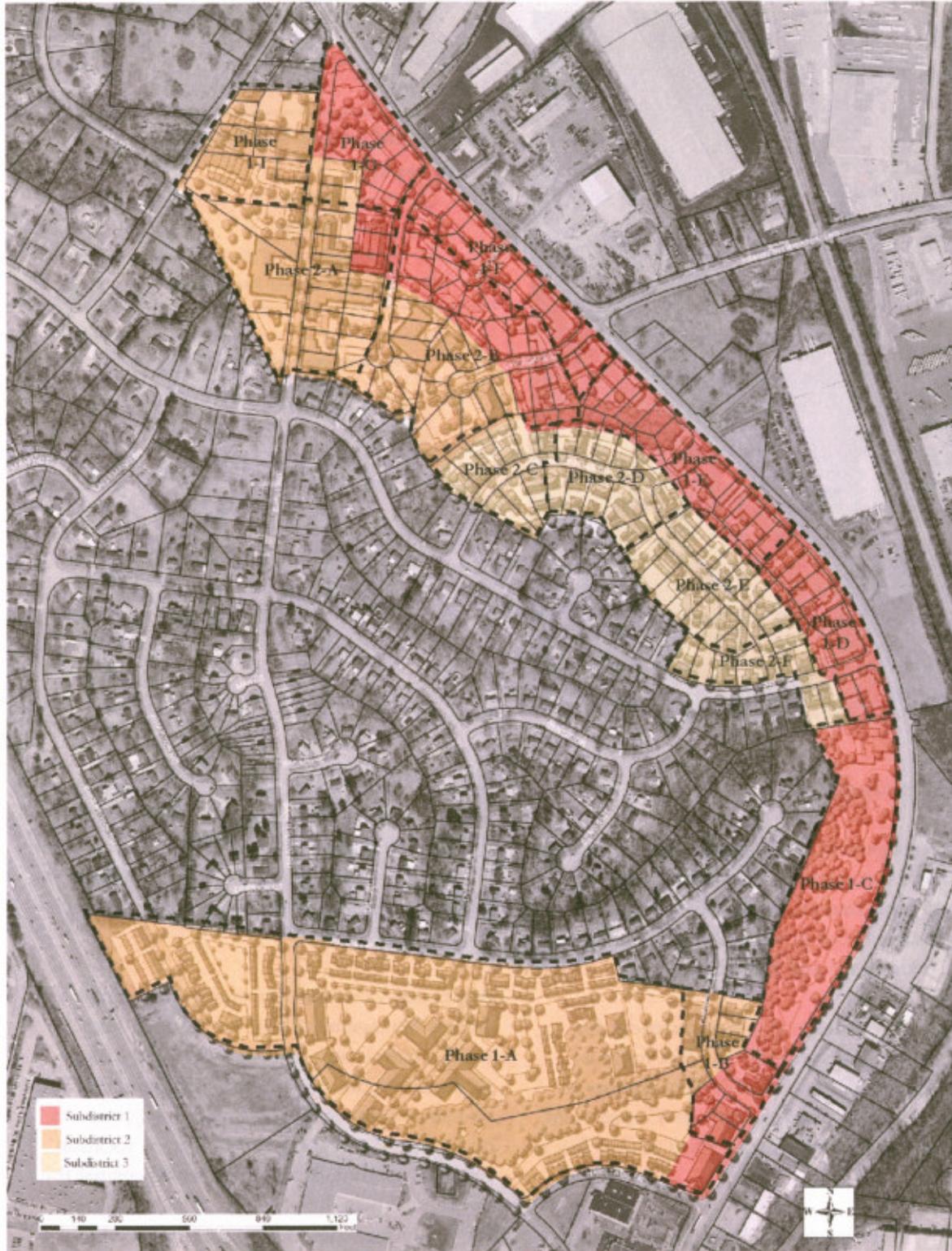
Access management is regulating access point spacing and turn options. Ideal driveway spacing for 40-45 mph street is every 250-300 feet. It creates a safer, more predictable environment for drivers, pedestrians and bicyclists.

At 40-45 mph, average stopping distances for trucks are 164-202 feet (126-154 feet for cars). Taking this standard, plus a 300 foot spacing to prevent right-turn overlaps on a 40-45 mph road, a driveway spacing average standard of 250 feet is applicable.

Currently, every single-family home on Antioch Pike has its own driveway curb cut, in some instances two curb cuts. Driveways will need to

be consolidated to accommodate more intense development without impacting the safety travelers on Antioch Pike. The above graphic illustrates the consolidation of driveways that will be required through the development review process.

Appendix A contains the entire Conceptual Access Management Plan for Antioch Pike which analyzes existing driveways and makes recommendations to remove, maintain, convert to a shared driveway with an abutting property, or construct a new driveway in a new location. Final SP submittals will be reviewed against the conceptual plan, however, the SP shall allow for variations based on the specifics of the plan submittal so long as it meets the intent of the regulations and guidelines within.



Conceptual Phasing of Development & Traffic Impact Study Plan

The Conceptual Phasing Plan serves two purposes – first, it requires the development must happen along the frontage of Antioch Pike before taking place in the neighborhood and second, it ensures that infrastructure improvements take place in a logical, coordinated manner. As has been stated previously within this document, for change to take place within the neighborhood it will require multiple property owners to work together. Because of the many different property owners within the SP, and the multitude of possibilities for development proposals, this plan is a guide. As development proposals are brought forward it is anticipated that there will be alternatives proposed to the phasing plan. Any alternative proposal must consider how a change to the conceptual phasing plan will affect adjoining phases.

Focus Development along Antioch Pike

- Development Phases 1A through 1I may take place independently and in any order as long as they have fulfilled their infrastructure requirements.
- Development in Phases 2A-2F may not be undertaken until the phases located between them and Antioch Pike have begun build-out under the SP. For example, Phase 2B can not be started until Phases 1F and 1G have begun. This ensures that commercial or mixed use development will not prematurely develop in the middle of an area that is still single-family residential in character.

Ensure Installation of Infrastructure Improvements

- Prior to the issuance of a building permit for construction utilizing the elements of this SP within a given phase, all roadway and streetscape improvements required for that phase shall be in place or properly bonded.
- Public Works design standards, including cross-sections, geometry, and off-site improvements, shall be met prior to approval of roadway or site construction plans. Final design and improvements may vary based on field conditions.



Open Space, Landscape Buffering, Environmental Constraints, Detention and Water Quality Standards

A landscape plan for street trees, open space areas, and storm water facilities and stream buffers shall be prepared for final SP submittals with each phase of development.

Existing storm water drainage problems have been identified in the neighborhood. New development must take care to not worsen the situation. All sites are subject to Stormwater review regardless of the size of the property or the disturbance area. Sites considered to small to be required to provide detention structures are encouraged to find innovative ways to reduce their storm water runoff such as rain gardens, or rain water recycling for landscape irrigation.

The drawing at the left is for illustrative purposes to indicate the basic premise of open space and water detention development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.

Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with storm water management ordinance No.78/840 and approved by The Metropolitan Department of Water Services.

All development shall have approved construction drawings prior to final approval.

A. Open Space

1. Existing Vegetation: Every effort shall be made to incorporate existing mature trees and landscape into the design of the SP while not compromising the goals and objectives of this document.

2. Open Space Dedication:

a) Sub-district 2: 10% of the site area for any phase of residential development within this sub-district shall be dedicated as useable common open space.

b) Sub-district 3: 10% of the site area for any phase of development within this sub-district shall be dedicated as useable common open space.

* Open space shall be considered useable when fronted by buildings and made accessible to pedestrians. Detention areas may be considered open space when designed as outlined in "D.1" below.

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 SP, unless specific variations to these standards are provided within this document.

1. 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 if reviewed and approved by Planning Department staff and Urban Forester.

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 Department staff.

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.

f) Where infrastructure incompatibility would result, the street tree requirement may be waived for the affected portion of the street by the Planning Department staff following input from the Urban Forester.

2. Screening:

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

- If the surface lot directly abuts a public street, a wall is required. 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.
- In situations where vegetation alone is applicable, the planting bed shall be a minimum of six (6) feet wide.
- 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 subdistricts within the Bakertown SP are waived within a single development plan.

d) To prevent conflicts as development transition takes place, screening may be required between emerging developments and existing single-family structures. Once the single-family structure no longer exists, the screen may be removed.

e) Properties along the perimeter of the SP shall provide a B Landscape Buffer yard.

C. Environmentally Constrained Areas

This portion of the study area has been designated as Open Space due to site constraints. The site along Antioch Pike currently used as a mobile home park is encumbered with extremely steep slopes, floodplain, and a stream that reduce development potential. A portion of the site is developable and is illustrated in the development scenario. It is possible that more of the site could be developed as long as care is taken to fit proposed development into the steep slopes and cut and fill is minimized.

D. Detention Areas

1. Design:

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.

2. Pond Buffers and Setbacks

- a) Woody vegetation may not be planted on the embankment or allowed to grow within 15 feet of the toe of the embankment and 25 feet from the principal spillway structure.
- b) A pond buffer should be provided that extends 25 feet outward from the maximum water surface elevation of the pond. The pond buffer should be contiguous with other buffer areas that are required by existing regulations (e.g., stream buffers) or that are part of the overall stormwater management concept plan. No structures should be located within the buffer, and an additional setback to permanent structures may be provided.
- c) Plant stormwater facilities with a minimum of three (3) different species. No one species may make up more than 50% of the number of plants to be planted.
- d) Use native vegetation that is self-sustaining and does not require frequent mowing or irrigation when planted in the appropriate location.
- e) Drought-tolerant grass species put out in the fall in order to avoid the need for irrigation during the first summer are encouraged.
- f) Designers are encouraged to minimize the need for permanent irrigation by selecting native plant materials and placing them in the appropriate locations within the landscape.



Regional Detention Pond



Incorporation of plant material in detention facilities.

Signage Standards

The following standards for signage within the Bakertown SP have been created to prohibit excessive and confusing sign displays, enhance the appearance of the overall corridor, relate to a pedestrian environment, and encourage signage that will be integrated and harmonious with future buildings and their surroundings. These standards are regulatory and apply in addition to the specific standards set out for each subdistrict. In the event of a conflict between these general signage regulations and regulations for a specific subdistrict, the subdistrict regulations shall control.

A. General Requirements

1. Exemptions

The items listed in 17.32.040 of the Metropolitan Zoning Ordinance are exempt from operation of the provisions contained in this SP, provided they are not placed or constructed to be in violation of Section 17.20.180, or to create a hazard of any kind through the obstruction of vision by motorists and pedestrians. Menu boards, which are listed as exempt signs, are not allowed under this SP.

2. Prohibitions

The items listed in 17.32.050 of the Metropolitan Zoning Ordinance are prohibited from operation within the boundaries of this SP. Additional prohibited signs include portable signs, temporary signs, off-site advertising (including additional billboards beyond those present as of the date of adoption of this SP zoning district), signs with automatically or electronically changing copy and/or graphics, signs with moving parts, signs with flashing/moving lights, and video signs.

3. All signage within Subdistricts 2 and 3 shall conform to the residential sign

standards established by the Metropolitan Zoning Ordinance.

B. Types of Signs

The following types of signs shall be permitted within the Bakertown SP district:

Building Sign – Wall Mounted

Definition: A sign mounted to a building façade.

Size: Wall mounted building signs shall have a maximum sign area of 48 square feet.

Location: Building signs cannot extend above the roofline of the building. Signage for first-floor tenants cannot extend more than 4 feet above the finished second floor of a multi-story building.

Building Sign – Projecting

Definition: A building sign with a display area at a 90 degree angle from the building face.

Size: Projecting building signs shall have a maximum sign area of 12 square feet.

Location: A minimum clearance of eight feet to adjacent grade shall be provided for any portion of a projecting sign.

Building Sign – Awning Sign

Definition: Awning signs are building signs that serve as additional functionality as shelter.

Lighting: Awning signs shall not be internally-illuminated or back-lit. Signage on awnings can only be spotlighted or externally-illuminated.

Location: A minimum clearance of eight feet shall be provided for any portion of a building or awning sign.

Ground Sign – Monument

Definition: A low-profile ground sign with a consistent base

Structure requirement: If the sign background area does not extend to the ground, the monument sign shall have a

base that is at least as wide and as deep as the sign background area. Openings in the base element shall not exceed 40% of the base facade area.

Size: Monument signs in the Mixed-use Subdistrict shall have a maximum sign area of 48 square feet, and shall not exceed six (6) feet in height.

Location: All monument signs shall have a minimum setback of five feet from any public right-of-way with a minimum 10 foot from any public right-of-way if the sign is within 15 feet of a driveway connecting to a street. One monument sign per street frontage is allowed for multi-tenant principal buildings or for single free-standing buildings.

Ground Sign – Pole mounted

Definition: Ground mounted pole signs are small-scale signs that hang from a pole mounted structure.

Size: Pole signs are limited to a maximum height of 6 feet with a maximum display area of 12 square feet. The structure of a pole sign shall not exceed a height of 10 feet.

Location: All ground signs shall have a minimum setback of five feet from any public right-of-way with a minimum 10 foot from any public right-of-way if the sign is within 15 feet of a driveway connecting to a street. One monument sign per street frontage is allowed for multi-tenant principal buildings or for single free-standing buildings.

C. Total signage requirements

1. An individual tenant may display up to 48 square feet of building signage on each exterior wall of its tenant space that faces an adjacent public street. An individual tenant may display up to 20 square feet of building signage on each exterior wall that does not face an adjacent public street.
2. Signage space for tenants that do not have an exterior wall facing a public street shall be consolidated on a portion of the front



Building Sign- Wall mounted



Building Sign- Projecting



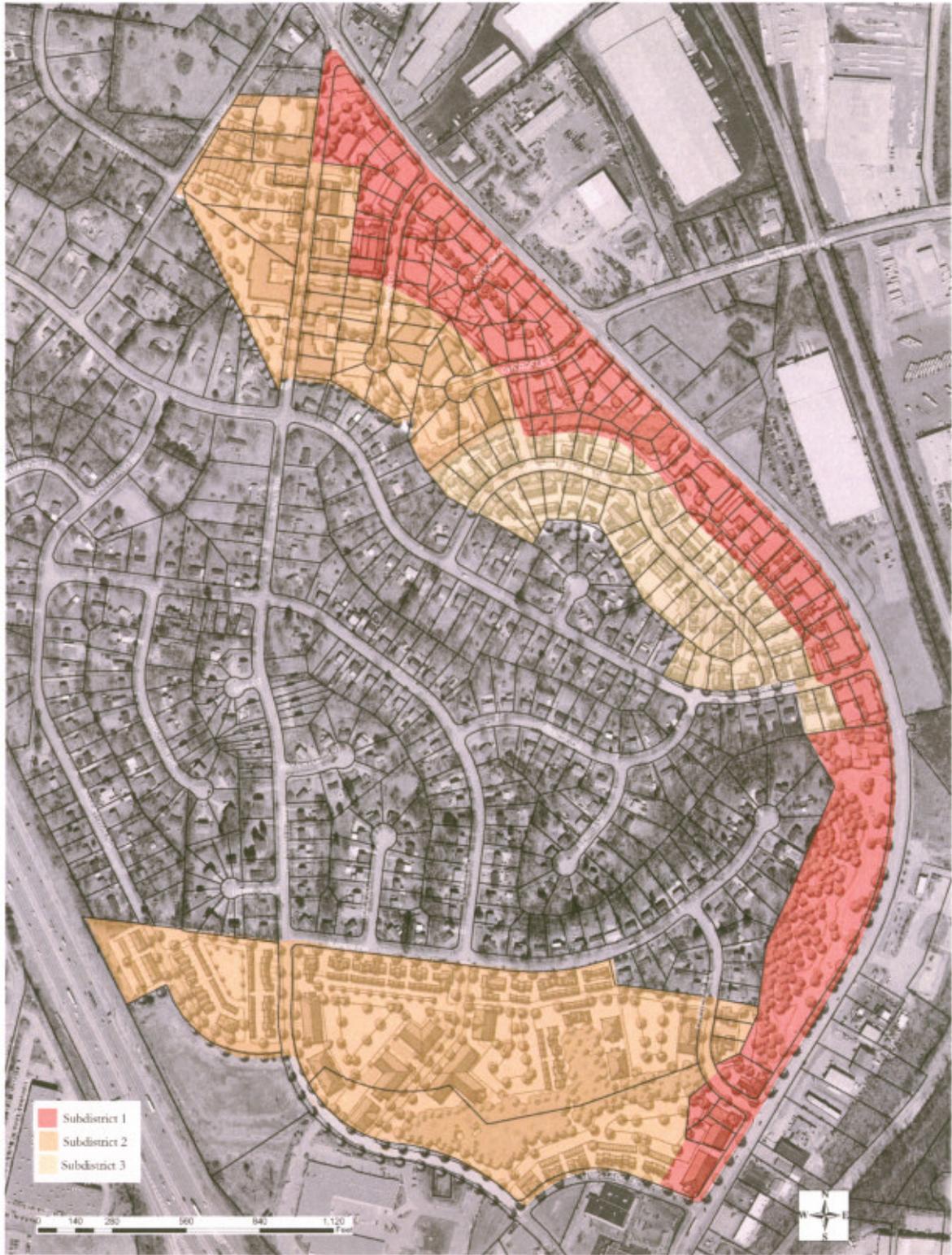
Ground Sign - Monument

façade of the building to be designated by the building owner. Each tenant shall have a maximum sign area of 20 square feet.

D. Illumination of Signs

Signs that are to be lighted shall be spotlighted, or externally-lit. Individually lit letters and logos shall be permitted for internally-lit or back-lit signs.

BUILDING REGULATING PLAN



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 the 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 Bakertown SP is to provide a unique community with emphasis on pedestrian oriented streets, diverse housing options, usable 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 SP 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.

A. Variations to Standards

Where obvious physical constraints exist on a site within the SP, Metro Planning staff will review alternative solutions as they relate to the design intent of the SP. In certain situations within the study area, it is expected that development will span Sub districts. To encourage shared parking, it is possible that required parking for Subdistrict 1 may be located in Subdistrict 2, however, the appropriate building type for the Subdistrict must be located along the street frontage. Although development may cross Subdistrict boundaries, it will shall not be used as an avenue to waive the more restrictive requirements of the Subdistrict in which it is located.

B. Building Types

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

C. Land Uses

Permitted and excluded land uses are listed within each Subdistrict.

Building Typology

There are many different building types that would be appropriate for each of the sub-districts. This section describes and illustrates the building types permitted in the Bakertown sub-districts.

Mixed-Use and Commercial

A mixed use or commercial building type that occupies the full frontage of its lot except for instances of public pedestrian passages from the rear of the lot or parking areas located to the side of the building.



Mixed-use building

Live-work

A mixed use, single-family attached residential building type that occupies the full frontage of its lot except for instances of pedestrian passages from the rear of the lot. Vehicular access is via a rear service lane. A primary pedestrian entrance is located along the street frontage of the building.



Stacked Flat building

Stacked Flats and Courtyard Stacked Flats

A flat is a living unit that takes is located on a single floor of a multi-story building. Often, there is a common stairway in the front and sometimes in the back of the building. Typically, stacked flats do not exceed four stories in height.



Mixed-use building



Courtyard Flat building

Manor House

A manor house is designed to look like a large single-family house but contains multiple dwelling units.

Townhouse

A townhouse is a row of identical or mirror-image houses that share side walls. The first unit and last unit of a townhouse is called an end terrace. Stacked townhouses have multiple units vertically, typically two, normally each with its own private entrance from the street.

Cottage

A cottage is a relatively small one of one-and-a-half story or two-story single-family detached house on a small lot, usually with alley loaded parking.

Townhouse Court/ Cottage Court

A cluster of townhouses or cottages sited closely together to form a courtyard space.



Manor House



Townhouse



Cottage Court



Cottages



Subdistrict 1

Except as specifically excluded herein, the land uses permitted in Subdistrict 1 shall be determined by reference to the MUL zone district, below.

Excluded Uses

- Adult bookstore
- Adult video store
- Automobile parking (except as necessary for a land use permitted under this SP)
- Automobile repair
- Automobile sales, new
- Automobile sales, used
- Automobile service
- Bar/nightclub
- Carpet cleaning
- Heavy equipment sales and service
- Light manufacturing
- Major appliance repair
- Mobile home dwelling
- Mobile storage unit
- Nonresidential drug treatment facility
- Pawn shops
- Scrap operation
- Temporary labor hall
- Title loan
- Warehouse
- Wrecker service

Uses Permitted With Conditions

In addition to the standard list of permitted with conditions uses in the MUL zone district, the following shall be permitted with conditions uses within this Specific Plan subject to the following conditions:

Restaurant, Fast-Food/Restaurant, Full-Service/Restaurant, Take-Out

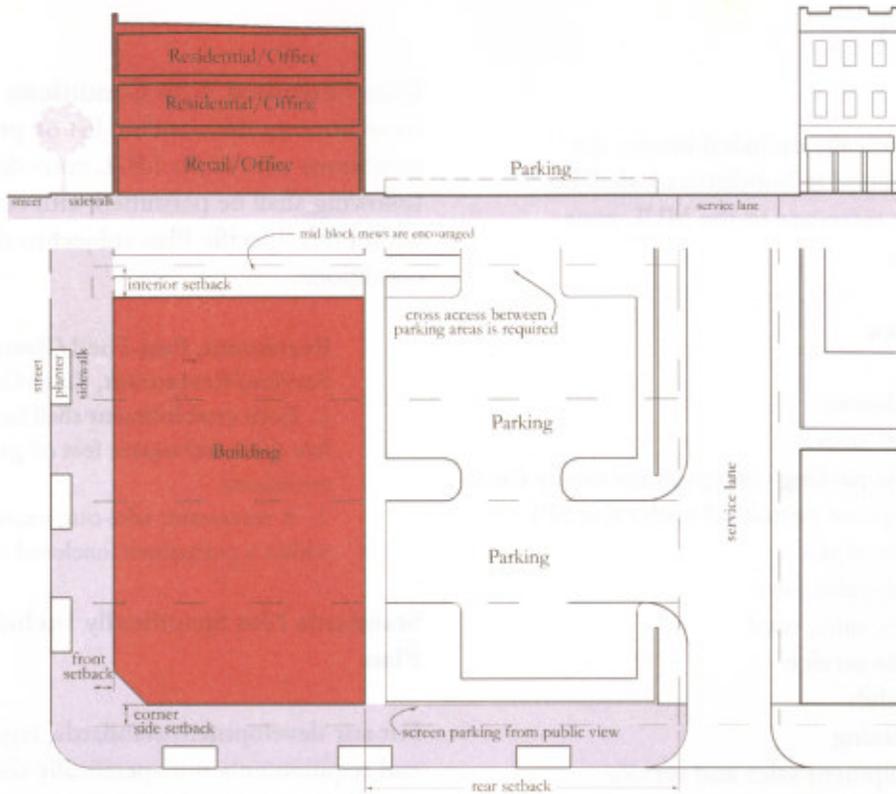
1. Each establishment shall be limited to five thousand square feet of gross floor area, maximum.
2. A restaurant, take-out, must be located within a permanent, enclosed structure.

Standards Not Specifically Included in This Plan

For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the standard Zoning Code requirements of the district listed in Table 1 shall apply in Subdistrict 1.

Exceptions

Parcels 148000174000, 14800017300 and 14800017900, shown with a asterisk on the map at the left, currently known as the Baker Station and Peppertree Apartments, shall be exempt from these regulations unless a complete redevelopment of the properties is proposed. All other modifications on these properties shall comply with the provisions of the RM20 zoning district.



BULK PROVISIONS

Min. Lot Area: N/A

Setbacks*:

Front: 15' min. / 20' max. along Antioch Pike; 50' min. / 60' max. if parking between Antioch Pike and the building; 0' min. / 10' max. along internal streets. Setback measured from ultimate right-of-way.

Side: 5' min.

Rear: 20' min.

Maximum Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

Minimum Height: 14 feet, as measured from the highest point along the front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

*Setbacks may be varied to accommodate adaptive reuse of an existing structure.

PARKING, LOADING & ACCESS

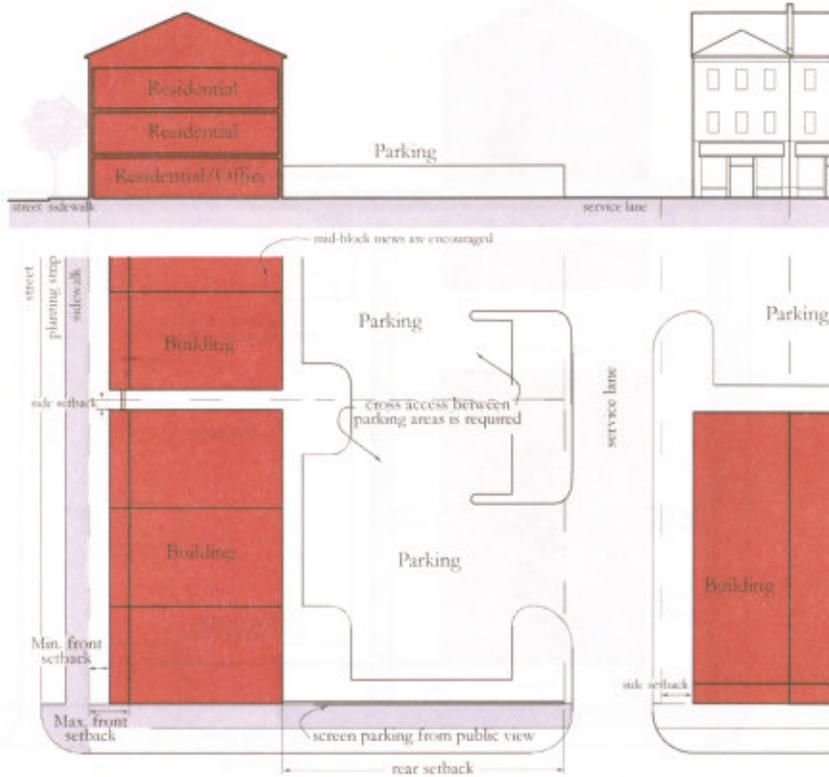
Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: One double-loaded aisle of parking shall be allowed between Bell Road and building; all other parking shall be behind, beside, or beneath building.

Loading: Behind or beside building





BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 15' min. / 20' max. along Antioch Pike; 0' min. / 10' max. along internal streets. Setback measured from ultimate right-of-way.

Side: 5' min.

Rear: 20' min.; 5' min. or > 15' for garage

Maximum Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

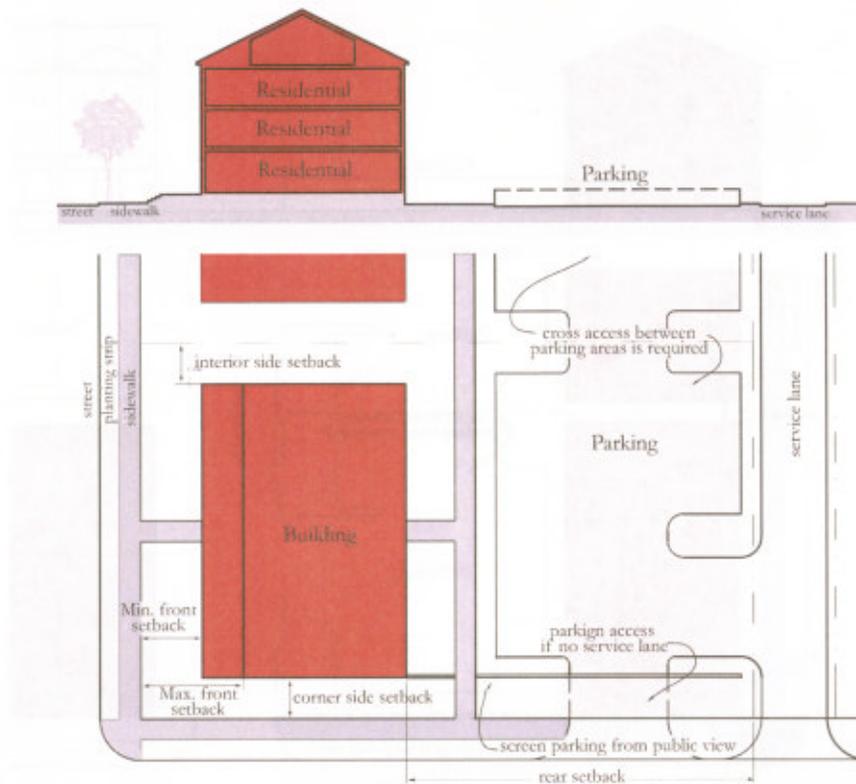
PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Parking shall be behind, beside, or beneath building.

Loading: Behind or beside building.



BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 20' min. / 30' max. along Antioch Pike; 10' min. / 20' max. along all internal streets. Setback measured from ultimate right-of-way.

Side: 5' min.

Rear: 20' min.

Additional Setback Encroachments:

Covered Stoops & Balconies: 6'

Bay windows: 2'

Maximum Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

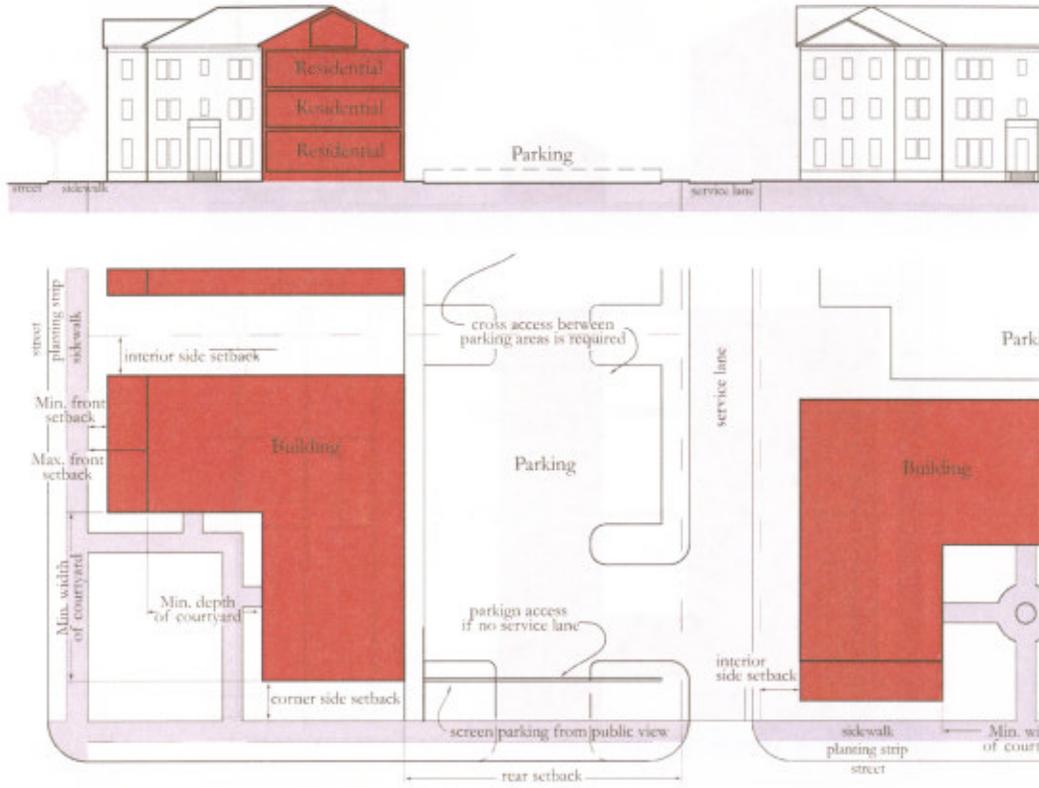
Parking Location: Parking shall be behind, beside, or beneath building.

Loading: Behind or beside building

ADDITIONAL STANDARDS

Raised Foundation: 18" minimum as measured from highest point along front property line.





BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 20' min. / 30' max. along Antioch Pike; 10' min. / 20' max. along all measured from ultimate right-of-way.

Side: 5' min.

Rear: 20' min.

Additional Setback Encroachments:

Covered Stoops & Balconies: 6'

Bay windows: 2'

Maximum Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.



PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking

Parking Location: Parking shall be behind, beside, or beneath building.

Loading: Behind or beside building

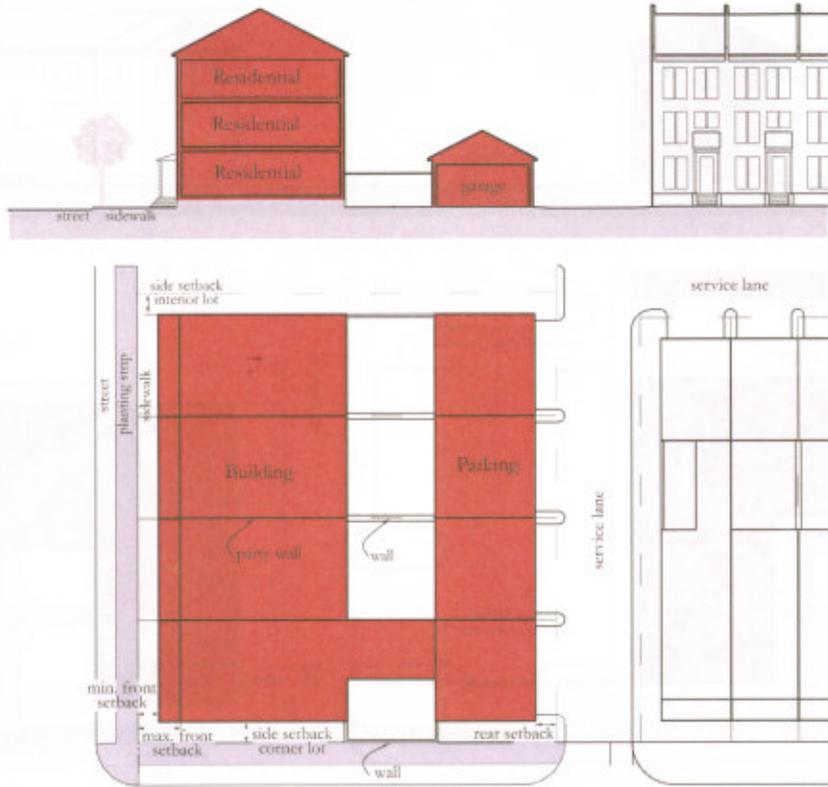


ADDITIONAL STANDARDS

-Raised Foundation: 18" minimum as measured from at highest point along front property line.

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

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



BULK PROVISIONS

Min. Lot Area: 1,080 sq.ft.

Setbacks:

Front: 20' min. / 30' max. along Antioch Pike or Ezell Road; 15' min. / 20' max. along all others.

Side: 5' min. on all corner lots, 0' min. on interior lots.

Rear: 20' min.; 5' min. or > 15' for garage.

Additional Setback Encroachments:

Covered Porches: 8'

Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories max. at highest point along front property line

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

-Raised Foundation: 18" minimum as measured from at highest point along front property line

-There shall be no more than one secondary dwelling per lot





Subdistrict 2

Land Uses

Except as specifically excluded herein, the land uses permitted in Subdistrict 2 shall be determined by reference to the RM 20 zone district.

Excluded Uses

Boarding House
Dormitory

Building Types

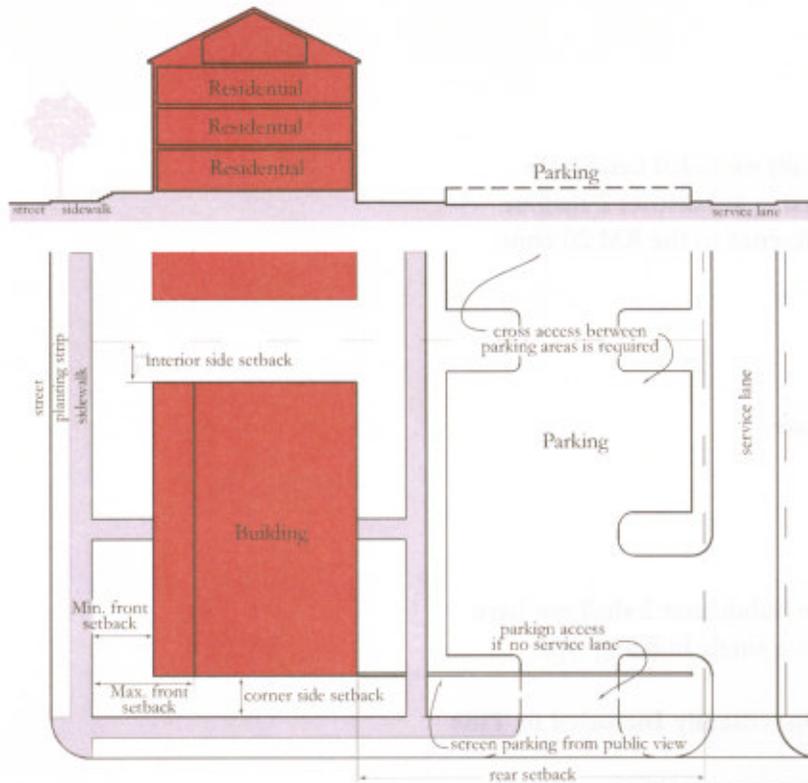
Each phase within Subdistrict 2 shall not have more than 70% of a single building type.

Standards Not Specifically Included in This Plan

For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the standard Zoning Code requirements of the district listed above shall apply in Subdistrict 2.

Exceptions

Parcels 148000174000, 14800017300 and 14800017900, shown with an asterisk on the map at the left, currently known as the Bakertown Station and Peppertree Apartments, shall be exempt from these regulations unless a complete redevelopment of the properties is proposed. All other modifications on these properties shall comply with the provisions of the RM20 zoning district.



BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 10' min. / 20' max.

Side: 5' min.

Rear: 20' min.

Additional Setback Encroachments:

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

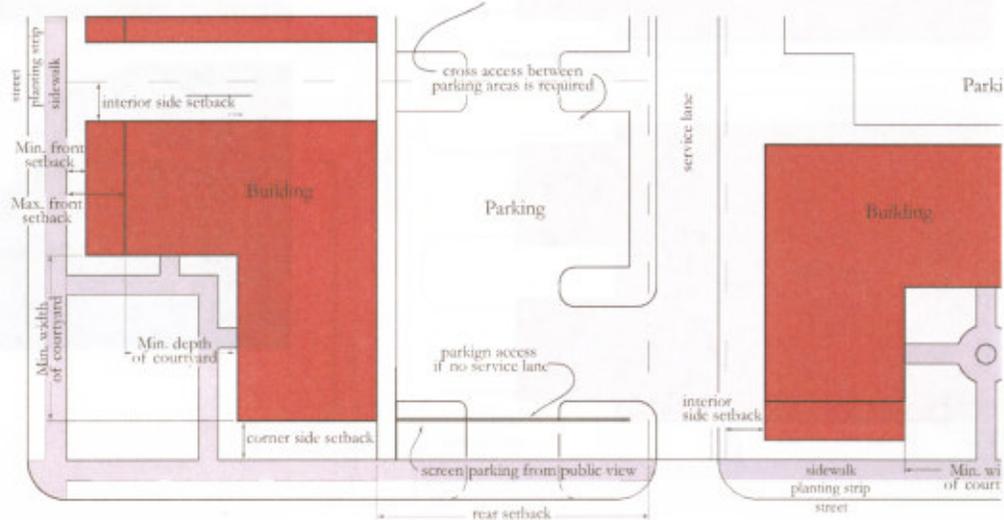
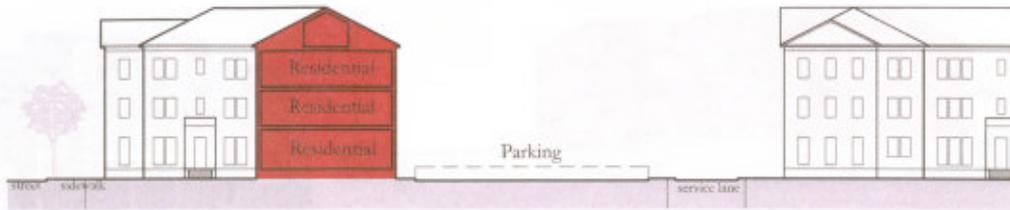
Parking Location: Behind, beside, or beneath building.

Loading: Behind or beside building



ADDITIONAL STANDARDS

Raised Foundation: 18" minimum as measured from at highest point along front property line.



BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 10' min. / 20' max.

Side: 5' min.

Rear: 20' min.

Additional Setback Encroachments:

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Behind, beside, or beneath building.

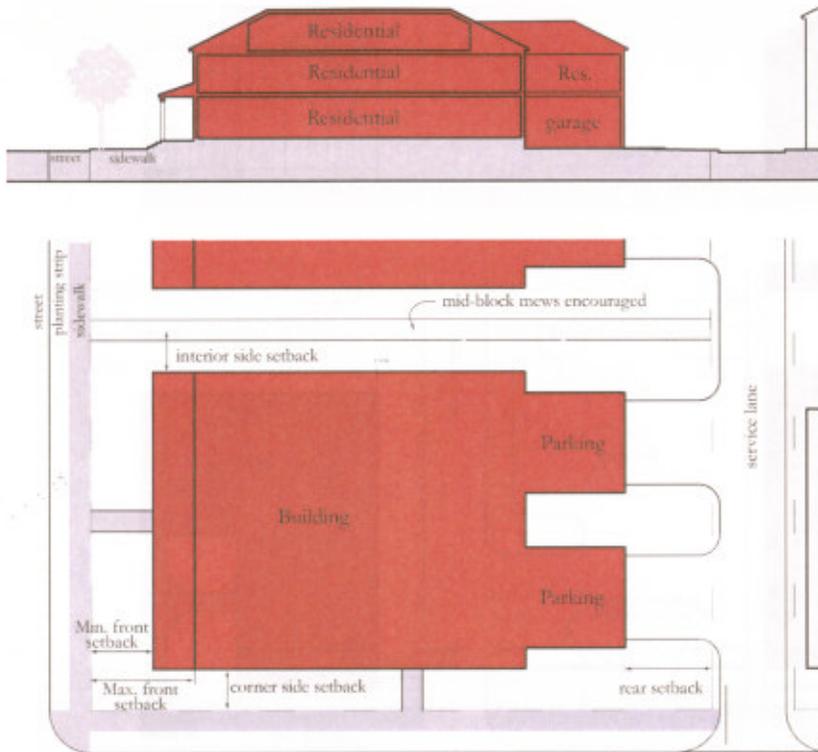
Loading: Behind or beside building

ADDITIONAL STANDARDS

-Raised Foundation: 18" minimum as measured from at highest point along front property line.

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

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



BULK PROVISIONS

Min. Lot Area: 7,200 sq. ft.

Min. Lot Width: 60'

Setbacks:

Front: 20' min. / 30' max. along Rural Ezell Road; 15' min. / 20' max. along all other streets.

Side: 5' min.

Rear: 20' min.; 5' min. or > 15' for garage

Additional Setback Encroachments:

Covered Porches: 8'

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 2 and 1/2 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

PARKING, LOADING & ACCESS

Parking Required: According to UZO

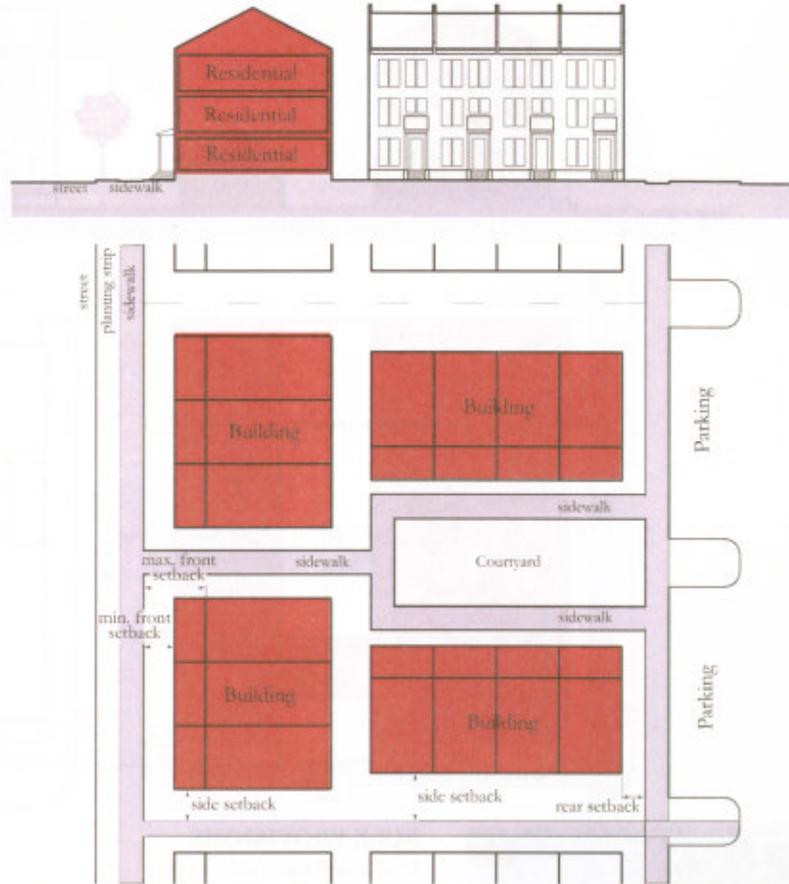
Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

-Raised Foundation: 18" minimum as measured from at highest point along front property line.

-There shall be no more than one secondary dwelling per lot.



BULK PROVISIONS

Min. Lot Area: 10,000 sq. ft.

Setbacks:

Front:

For buildings that front the street: 20' min. / 30' max. along Ezell Road; 15' min. / 20' max. along all others.

For buildings that front central open space: 5' min. / 10' max. from property line adjacent to open space or edge of walk.

Side: 5' min.

Rear: 10' min. from back of building to side property line abutting neighboring lot; 20' min. from back of building to rear property line abutting neighboring lot; 5' min. or > 15' for garage.

Height: 3 Stories max. at highest point along front property line

PARKING, LOADING & ACCESS

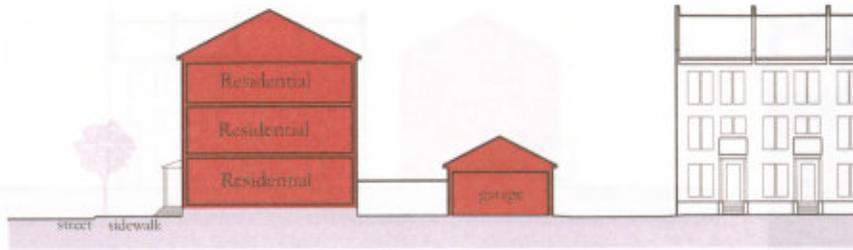
Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

- Raised Foundation: 18" minimum as measured from at highest point along front property line
- Buildings shall abut both sides of the central open space.
- 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, measure to the bottom of the eave or top of parapet.



BULK PROVISIONS

Min. Lot Area: 1,080 sq.ft.

Setbacks:

Front: 20' min. / 30' max. along Antioch Pike or Ezell Road; 15' min. / 20' max. along all others.

Side: 5' min. on all corner lots, 0' min. on interior lots.

Rear: 20' min.; 5' min. or > 15' for garage.

Additional Setback Encroachments:

Covered Porches: 8'

Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories max. at highest point along front property line

PARKING, LOADING & ACCESS

Parking Required: According to UZO

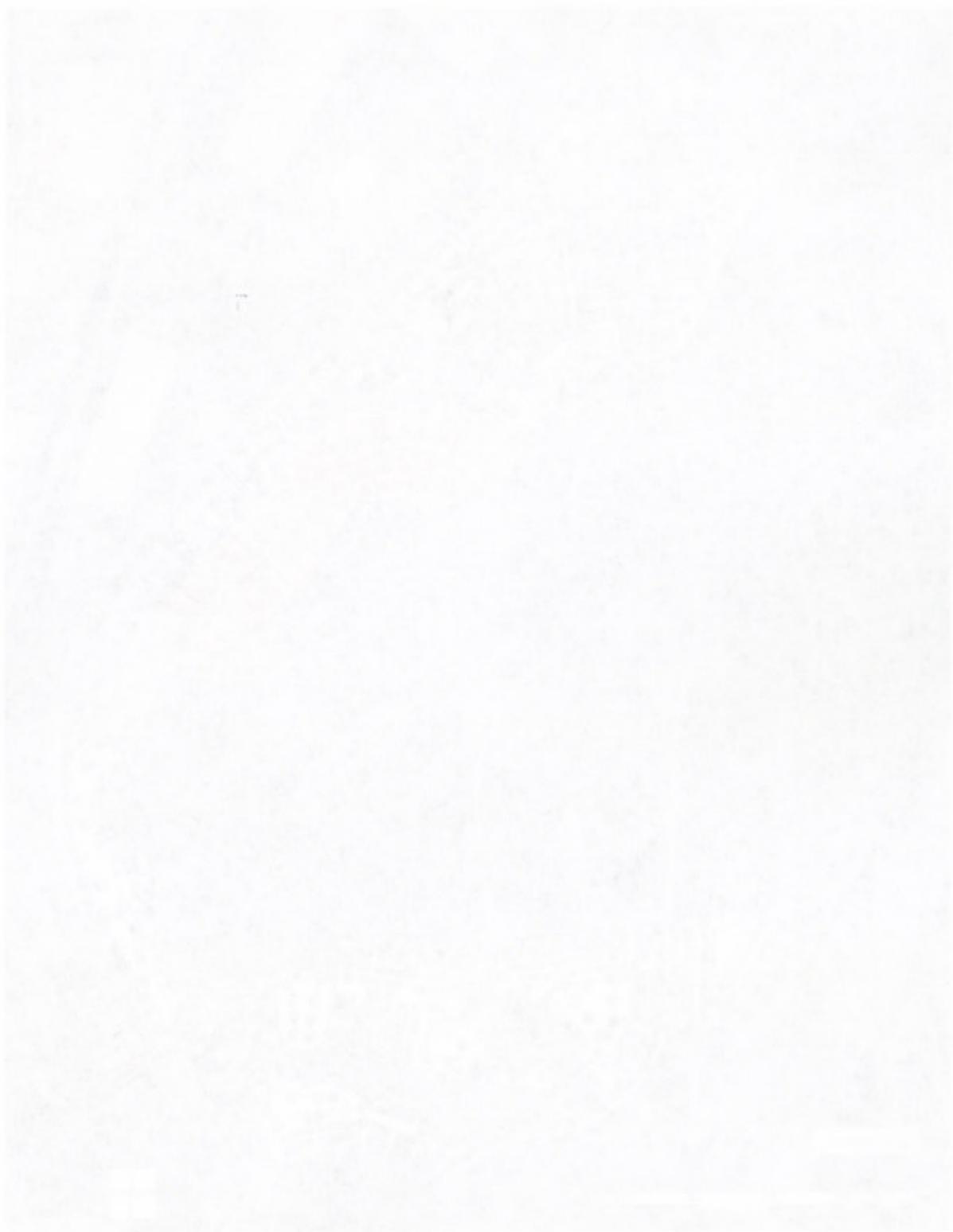
Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

-Raised Foundation: 18" minimum as measured from at highest point along front property line

-There shall be no more than one secondary dwelling per lot





Subdistrict 3

Land Uses

Except as specifically excluded herein, the land uses permitted in Subdistrict 3 shall be determined by reference to the RM 20 zone district.

Excluded Uses

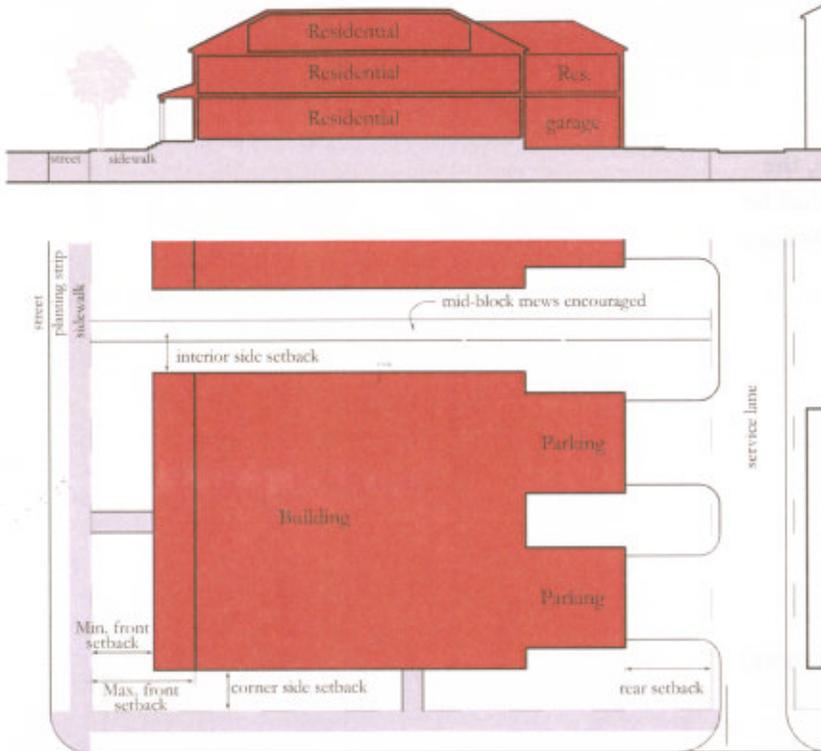
- Boarding House
- Monastery or Convent
- Orphanage
- Dormitory
- Assisted-Care Living
- Hospice
- Nursing Home
- Residence for Handicapped (8 or more)

Building Types

Each phase within Subdistrict 3 shall not have more than 70% of a single building type.

Standards Not Specifically Included in This Plan

For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the standard Zoning Code requirements of the district listed above shall apply in Subdistrict 3.



BULK PROVISIONS

Min. Lot Area: 7,200 sq. ft.

Min. Lot Width: 60'

Setbacks:

Front: 15' min. / 20' max.

Side: 5' min.

Rear: 20' min.; 5' min. or > 15' for garage

Additional Setback Encroachments:

Covered Porches: 8'

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 2 and 1/2 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

-Raised Foundation: 18" minimum as measured from at highest point along front property line.

-There shall be no more than one secondary dwelling per lot.



BULK PROVISIONS

Min. Lot Area: 10,000 sq. ft.

Setbacks:

Front:

For buildings that front the street: 15' min. / 20' max.

For buildings that front central open space: 5' min. / 10' max. from property line adjacent to open space or edge of walk.

Side: 5' min.

Rear: 10' min. from back of building to side property line abutting neighboring lot; 20' min. from back of building to rear property line abutting neighboring lot; 5' min. or > 15' for garage.

Height: 3 Stories max. at highest point along front property line

PARKING, LOADING & ACCESS

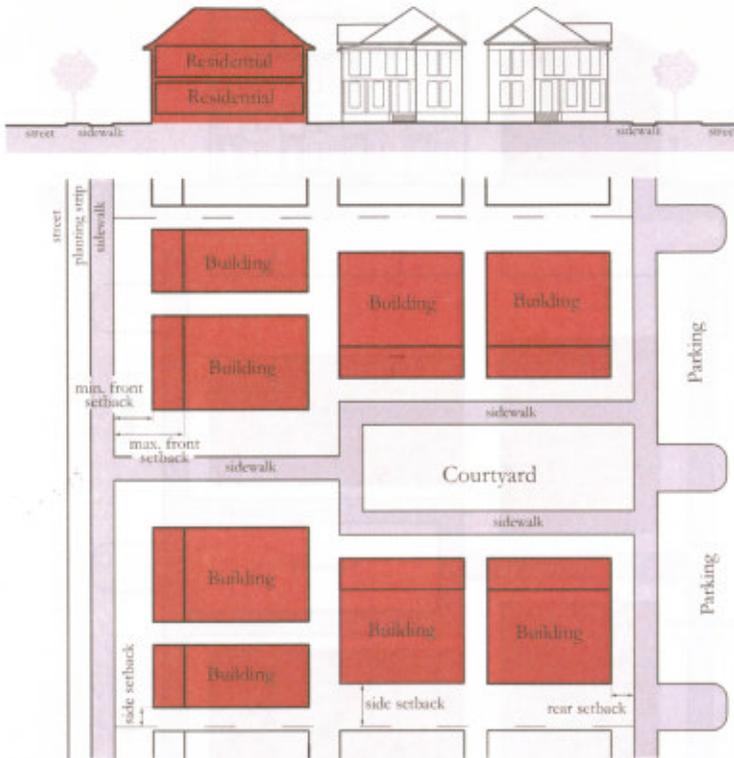
Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

- Raised Foundation: 18" minimum as measured from at highest point along front property line
- Buildings shall abut both sides of the central open space.
- 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, measure to the bottom of the eave or top of parapet.



BULK PROVISIONS

Min. Area: 10,000 sq. ft.

Setbacks:

Front:

For buildings that front the street: 15' min. / 20' max.

For buildings that front central open space: 5' min. / 10' max. from property line adjacent to open space or edge of walk.

Side: 5' min.

Rear: 10' min. from back of building to side property line abutting neighboring lot; 20' min. from back of building to rear property line abutting neighboring lot; 5' min. or > 15' for garage.

Height: 3 Stories max. at highest point along front property line

PARKING, LOADING & ACCESS

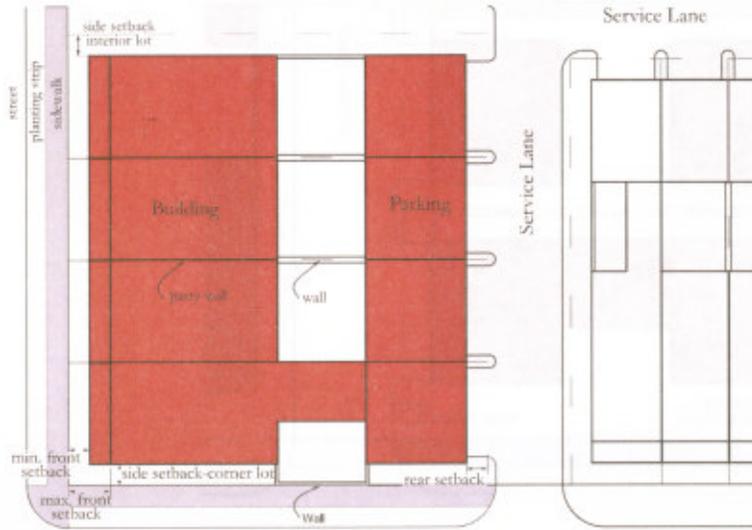
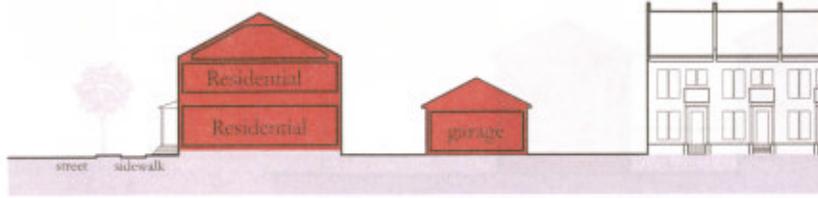
Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

- Raised Foundation: 18" minimum as measured from at highest point along front property line.
- Buildings shall abut both sides of the central open space.
- 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, measure to the bottom of the eave or top of parapet.



BULK PROVISIONS

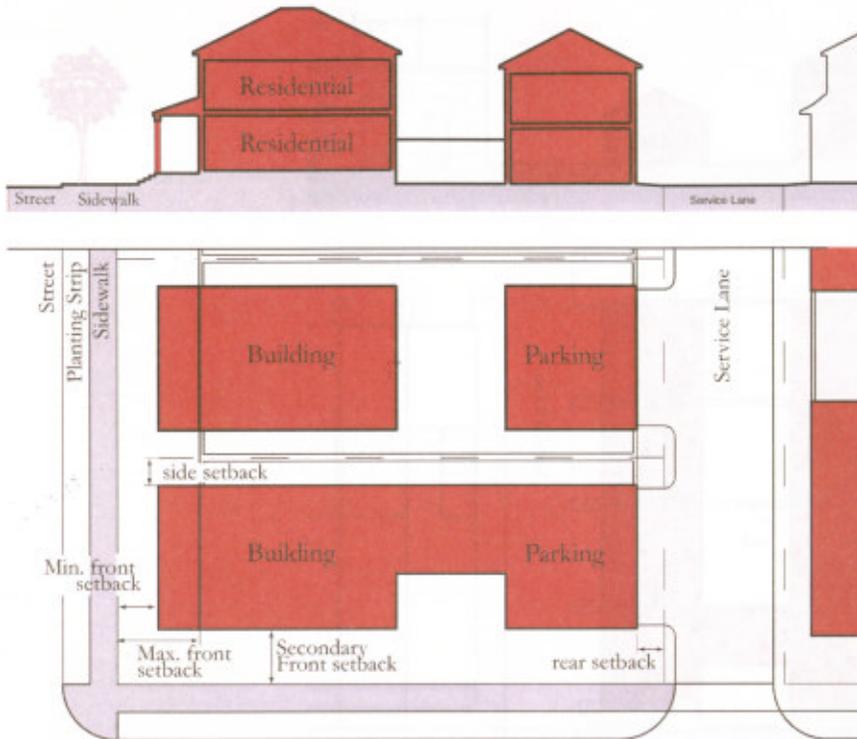
- Min. Lot Area: 1,800 sq.ft.
- Setbacks:
 - Front: 15' min. / 20' max.
 - Side: 5' min. on all corner lots, 0' min. on interior lots.
 - Rear: 20' min.; 5' min. or > 15' for garage.
- Additional Setback Encroachments:
 - Covered Porches: 8'
 - Stoops & Balconies: 6'
 - Bay windows: 2'
- Height: 3 Stories max. at highest point along front property line

PARKING, LOADING & ACCESS

- Parking Required: According to UZO
- Parking Access: Side street or service lane.
- Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

- Raised Foundation: 18" minimum as measured from at highest point along front property line
- There shall be no more than one secondary dwelling per lot



BULK PROVISIONS

- Min. Lot Area: 3,750 sq. ft.
- Min. Lot Width: 35'
- Setbacks:
- Front: 15' min. / 20' max.
- Side: 10 ft. min on corner, 5 ft. min. on interior.
- Rear: 5' min. or > 15'
- Additional Setback Encroachments:
- Covered Porches: 8'
- Covered Stoops & Balconies: 6'
- Bay windows: 2'
- Height: 3 Stories max. at highest point along front property line



PARKING, LOADING & ACCESS

- Parking Required: According to UZO
- Parking Access: Side street or service lane.
- Parking Location: Behind, beside, or beneath building.

ADDITIONAL STANDARDS

- Raised Foundation: 18" minimum as measured from at highest point along front property line.
- Secondary Dwelling-
- There shall be no more than one secondary dwelling per lot.



A. GENERAL

1. Simple, attractive design in durable materials is preferred over elaborate design in inferior materials. For instance, a 4x4 post with cap and base is preferred over prefabricated faux-traditional porch column.
2. Architectural features and treatments shall be consistent with the architectural style chosen.
3. Rhythm of ground floor architectural features shall harmonize with rhythm of upper stories. (See Image 1 and Image 3)
4. 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)

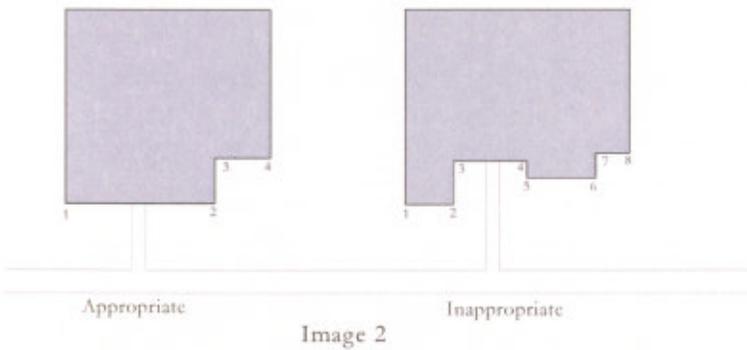
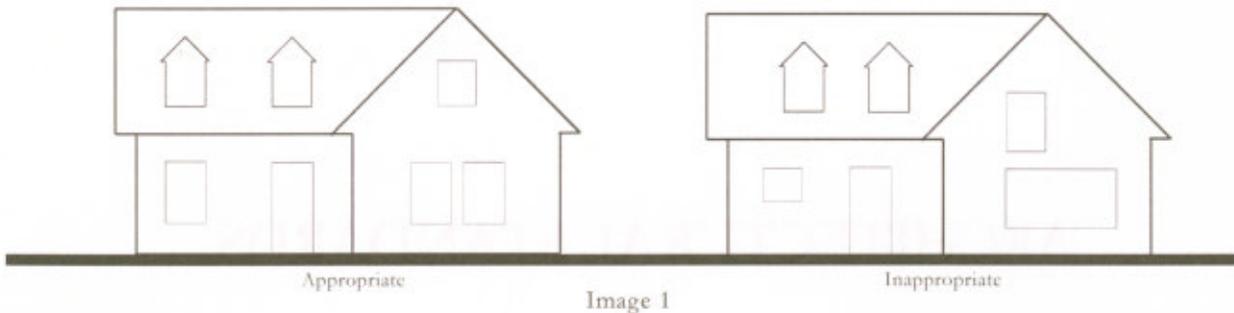


Image 3

B. WALLS

1. MATERIALS

- a. Building walls shall be finished in brick, stone, wood siding, shingles, fiber cement siding/shingles, or stucco.

1. CONFIGURATIONS & TECHNIQUES

- a. Building foundations less than 3' - 0" above grade shall show not be finished but shall show their structural material. For example, a concrete block foundation, less than 3' - 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. (See Image 3) This provision does not apply to detailing around attachments, windows and doors.
- c. Four options for material configuration shall be allowed (See Image 4):

1. All facades are composed of Material 1 from top of foundation to a horizontal line and Material 2 from the horizontal line to the eave.
2. 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 and Material 2 from the horizontal line to the eave.

3. The front and side facades are composed of Material 1 and the rear façade is composed of Material 2.

4. All facades are composed of Material 1.

- d. Material Configuration options are not limited to two materials. For instance, in Option 1, material may change twice, once along a horizontal line at first floor level and again along a horizontal line at second floor level.
- e. Siding shall be horizontal.
- f. Shingles shall be horizontal.

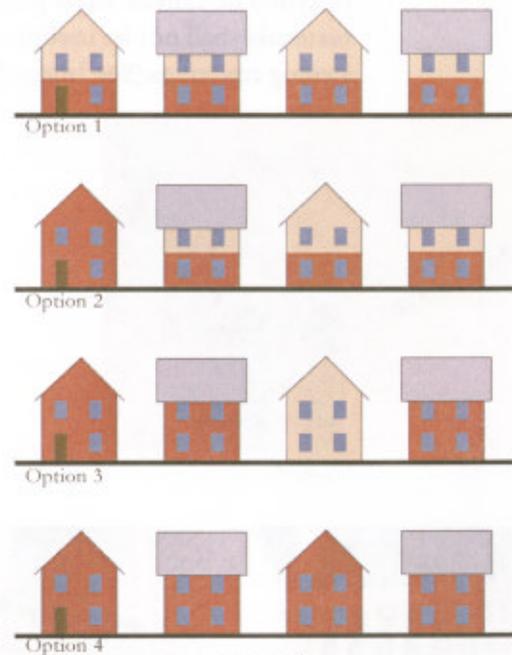


Image 4

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. Rigid plastic materials shall not be used for awning coverings. (See Image 5)



Image 5

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 6)
- c. Porches, arcades and breezeways shall have square or vertically proportioned openings (must be taller than wide).
- 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.



Appropriate



Appropriate



Inappropriate

Image 6

D. ROOFS

1. MATERIALS

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

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

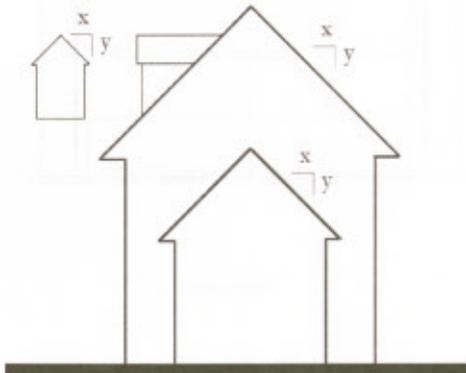
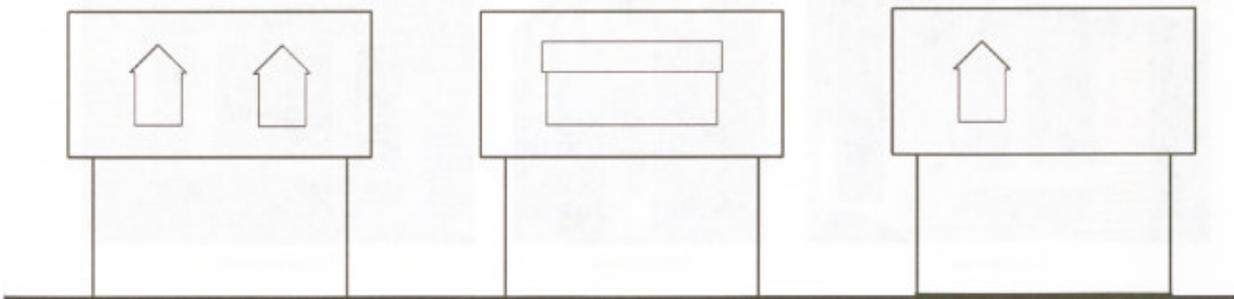


Image 7

- e. Dormers shall light habitable attic spaces, be placed with 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 8)
- f. 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.
- g. Any single gable, hipped or shed dormer (on a single facade) shall be a minimum of 6'-0" wide (exterior) and shall have two or more windows. (See Image 8)
- h. Parapet walls located on the front facade shall extend along side facades.
- i. Eaves shall be continuous and shall extend a minimum of 18" beyond the edge of exterior walls.



Appropriate

Appropriate

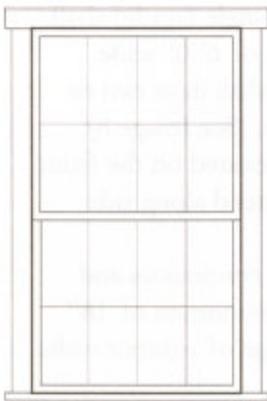
Inappropriate

Image 8

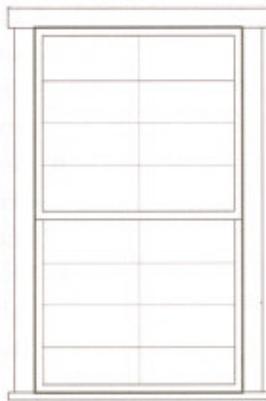
E. OPENINGS

1. CONFIGURATIONS & TECHNIQUES

- a. Windows on residential buildings shall be operable casements, single, double, or triple hung. Windows shall be vertically proportioned (taller than wide).
- b. 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)
- c. Bays shall extend to the ground outside, or be supported by visible brackets of appropriate size and scale. (See Image 10)

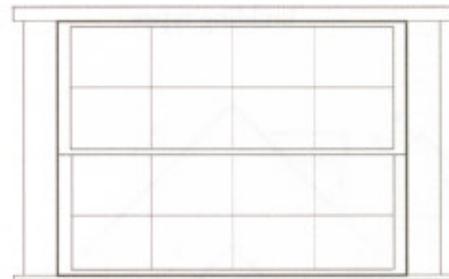


Appropriate



Inappropriate

Image 9



Inappropriate



Appropriate



Appropriate

Image 10



Inappropriate

- d. Openings, including dormers, shall be centered vertically with other openings or shall be centered with the wall between openings. (See Image 12)
- e. Openings above shall be equal in size or smaller than openings below. (See Image 13)

- f. 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.

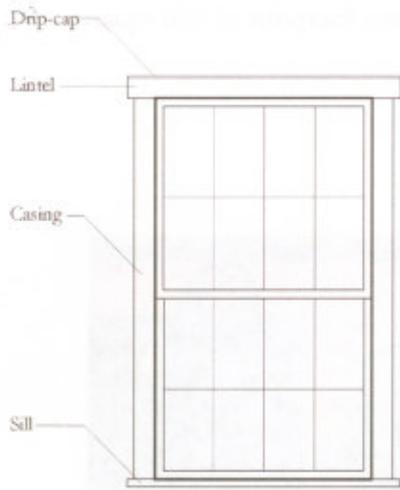


Image 11

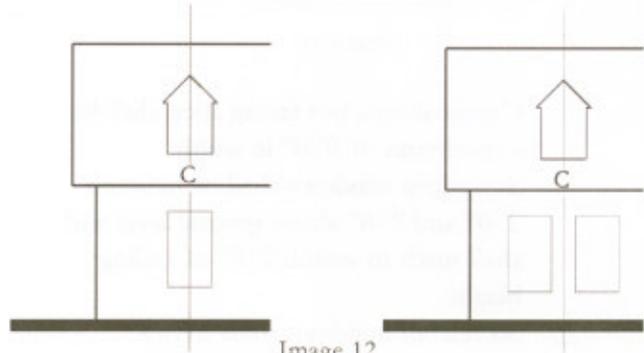


Image 12

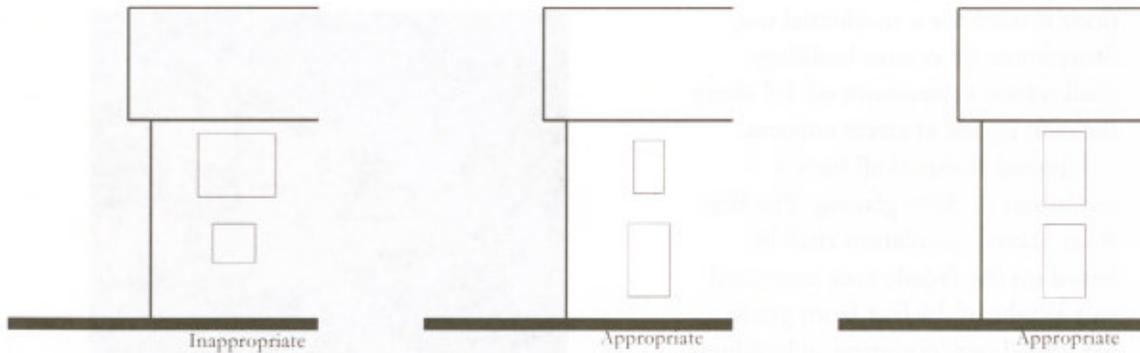


Image 13

- g. 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)

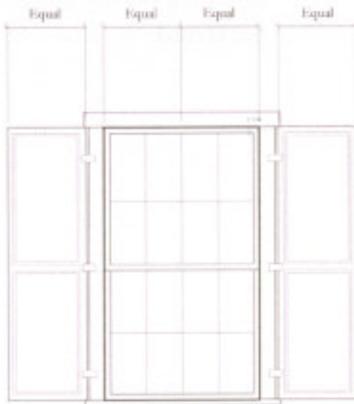


Image 14

- h. Garage doors, not facing alley, shall be a maximum of 9'-0" in width.
- i. Storefront windows shall be between 2'-0" and 2'-6" above ground level and shall reach to within 2'-0" of ceiling height.
- j. Storefront buildings must have a minimum of 50% of the first floor front façade as clear or lightly tinted windows with 70%-100% Visible Light Transmission, unless the first floor is used for a residential use. Storefronts of corner buildings shall return a minimum of 10' along the side façade at street corners. 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)

- k. All residential building facades facing public streets shall have a minimum of 10% of the façade area as window openings.

F. ANCILLARY STRUCTURES

1. If a detached garage is provided for parking, an ancillary dwelling unit is encouraged on the second story of the garage structure.
2. Ancillary dwellings, either attached or detached, are permitted with a maximum footprint of 600 square feet.



Image 15



Image 16

APPENDICES

APPENDIX A
APPENDIX B
APPENDIX C
APPENDIX D
APPENDIX E





Appendix A - Conceptual Access Management Plan





Appendix A - Conceptual Access Management Plan



Map/Parcel #	Owner	Property Address	City	State	Zipcode	Acreege
13415001900	KARSHENAS, NADER	3320 JANSING DR	NASHVILLE	TN	37211	0.27
13415002000	VAUPEL, WILLIAM E. ET UX	3318 JANSING DR	NASHVILLE	TN	37211	0.11
13415002100	RUCKER, MARINA S. & JEFFREY L.	3309 EZELL RD	NASHVILLE	TN	37211	0.73
13415002600	TRILEN, LLC	1409 ANTIOCH PIKE	NASHVILLE	TN	37211	1.34
14800002900	J. O. R. PROPERTIES	1601 ANTIOCH PIKE	ANTIOCH	TN	37013	8.2
14800017300	300 BAKERTOWN, L.P.	300 BAKERTOWN RD	ANTIOCH	TN	37013	17.02
14800017400	433 BAKERTOWN, L.P.	401 BAKERTOWN RD	ANTIOCH	TN	37013	5
14800017900	433 BAKERTOWN, L.P.	701 HAYSTACK LN	ANTIOCH	TN	37013	8.54
14802007700	POTTS, ROBERT	0 JANSING DR	NASHVILLE	TN	37211	0.1
14802007800	POTTS, ROBERT	0 JANSING DR	NASHVILLE	TN	37211	0.07
14803000200	HAMIDY, SAEID	3313 EZELL RD	NASHVILLE	TN	37211	0.57
14803000300	WATTS, LELAND	3315 EZELL RD	NASHVILLE	TN	37211	0.25
14803000400	WATTS, LELAND	3317 EZELL RD	NASHVILLE	TN	37211	1.67
14803000600	DAVIS, ERNEST ETUX	3327 EZELL RD	NASHVILLE	TN	37211	2.6
14803000700	RANDLES, LARRY J. ET UX	3329 EZELL RD	NASHVILLE	TN	37211	0.64
14803001400	LUNA, MAIRO	3314 EZELL RD	NASHVILLE	TN	37211	0.34
14803001500	TAYLOR, H. H. ETUX	3318 EZELL RD	NASHVILLE	TN	37211	0.34
14803001600	TAYLOR, LOUISE & MARIE C.	3322 EZELL RD	NASHVILLE	TN	37211	0.34
14803001800	INGRAM, THOMAS, SR. & GEORGIA L.	3326 EZELL RD	NASHVILLE	TN	37211	0.17
14803004100	LEE, YOUNG B.	1455 ANTIOCH PIKE	ANTIOCH	TN	37013	0.39
14803004200	COTHRAN, JUDY ANN	1501 ANTIOCH PIKE	ANTIOCH	TN	37013	0.36
14803004300	MCNABB, JOE HERMAN ETUX	1503 ANTIOCH PIKE	ANTIOCH	TN	37013	0.36
14803004400	WALKER, RONNIE & SPEARS, TINA	1505 ANTIOCH PIKE	ANTIOCH	TN	37013	0.34
14803004600	FRYER, DAVID L. ET UX	1509 ANTIOCH PIKE	ANTIOCH	TN	37013	0.27
14803004700	TRAN, CHIEU K.	100 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.4
14803004900	TACKETT, ANTHONY D.	1517 ANTIOCH PIKE	ANTIOCH	TN	37013	0.39
14803005000	IVEY, ORVILLE W.	1519 ANTIOCH PIKE	ANTIOCH	TN	37013	0.27
14803005100	GOAD, CHARLES E. & SANDRA K., TRS.	1521 ANTIOCH PIKE	ANTIOCH	TN	37013	0.27
14803005200	PIRTLE, DANNY W. & GWENDOLYN D. FRAZIER	1523 ANTIOCH PIKE	ANTIOCH	TN	37013	0.27
14803005400	JANDRES, LEONEL	1527 ANTIOCH PIKE	ANTIOCH	TN	37013	0.27
14803005500	ROBINSON, WILEY E. ET UX	1529 ANTIOCH PIKE	ANTIOCH	TN	37013	0.27
14803005600	WILLIAMS, RANDALL P. ET UX	1531 ANTIOCH PIKE	ANTIOCH	TN	37013	0.27
14803005700	BLAND, JERRY W. ET UX	1533 ANTIOCH PIKE	ANTIOCH	TN	37013	0.25
14803005800	PEREZ, NICK F. ET UX	1535 ANTIOCH PIKE	ANTIOCH	TN	37013	0.32
14803006000	SCOTT, MILTON E. & DELORES F., TRS.	104 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.29
14803006100	GARCIA, ARTURO ANAYA & ROCHA, PATRICIA C	106 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.3
14803006200	SANTOYO, FRANCISCO A. & TERAN, V. B.	108 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.32
14803006400	BOYD, JAMES H. ETUX	112 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.29
14803006500	JUMPER, JOHN L. & BRIDGETTE L.	114 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.33
14803006600	LAWRENCE, JERRY W. & ANGELA M.	116 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.34
14803006700	TUCKER, RICHARD THOMAS & VICKIE YVONNE	118 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.3
14803006800	TUCKER, RICHARD T. ETUX	120 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.34
14803007000	HUTCHISON, MICHAEL S & ALEXANDER, BRENDA	119 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.34
14803007100	REYNA, JOSE DE JESUS	117 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.32
14803007200	GAINES, NAOMI E.	115 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.32
14803007400	HODGE FAMILY TRUST	111 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.34
14803007500	PINEDA, DELMY ESMERALDA & ISRAEL G.	109 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.32
14803007600	THOMPSON, JIM H., JR.	107 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.48
14803007700	LEON, ANGEL, SR. & CARMEN	105 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.35
14803007900	MIRANDA, LUIS A. & MOYA, CELSO MIRANDA	1505 GASSER DR	ANTIOCH	TN	37013	0.32
14803008000	JIMENEZ, GUSTAVO L. & BETANCO, MARIA F.	1509 GASSER DR	ANTIOCH	TN	37013	0.34
14803008100	CAMACHO, MARIA ESQUIVEL DE	1513 GASSER DR	ANTIOCH	TN	37013	0.32
14803008200	FRYE, TODD R. & MICHELLE L.	1517 GASSER DR	ANTIOCH	TN	37013	0.34
14803008400	SIZER, GLENDA R.	1525 GASSER DR	ANTIOCH	TN	37013	0.32

Appendix B- Properties included in SP

14803008500	ARGUETA, MARIA SANTO	1529 GASSER DR	ANTIOCH	TN	37013	0.3
14803008600	CRONEY, ELAINE JOYCE ET VIR	1533 GASSER DR	ANTIOCH	TN	37013	0.29
14803008700	PEREZ, NICK F. ET UX	108 A LUNA DR	NASHVILLE	TN	37211	0.32
14803008900	MARABLE, JIMMY LEE ET UX	1532 GASSER DR	ANTIOCH	TN	37013	0.3
14803009000	OLOMO, MOSES O.	1530 GASSER DR	ANTIOCH	TN	37013	0.3
14803009100	MIZELL, MICHAEL	1524 GASSER DR	ANTIOCH	TN	37013	0.27
14803009200	FERRER, RAIMUNDO & LEANNE MACHADO ORTEGA	1520 GASSER DR	ANTIOCH	TN	37013	0.26
14803009400	COLEMAN, NEOMIA	1512 GASSER DR	ANTIOCH	TN	37013	0.26
14803009500	HARGROVE, PAUL D. ETUX	1508 GASSER DR	ANTIOCH	TN	37013	0.27
14803009600	LEON, ANGEL & CARMEN & ROSA	1504 GASSER DR	ANTIOCH	TN	37013	0.27
14803009700	RYAN, ROBERT J. ETUX	110 CHEROKEE CT	ANTIOCH	TN	37013	0.28
14803009900	BELL, WILLIE A. ET UX	118 CHEROKEE CT	ANTIOCH	TN	37013	0.27
14803010000	REYES-GOMEZ, JOSE S.& REYES, FELICITA MAR R.	122 CHEROKEE CT	ANTIOCH	TN	37013	0.39
14803010100	DABBS, JERRY & VIVIAN	126 CHEROKEE CT	ANTIOCH	TN	37013	0.39
14803010300	BALLARD, CARL W.(LE) & GERALDINE C.	134 CHEROKEE CT	ANTIOCH	TN	37013	0.43
14803010400	ROBECK, MATTHEW ET UX	133 CHEROKEE CT	ANTIOCH	TN	37013	0.73
14803010500	PIGG, ROBERT S. ET UX	129 CHEROKEE CT	ANTIOCH	TN	37013	0.32
14803010600	RANDOLPH, BENNY D. ET UX	125 CHEROKEE CT	ANTIOCH	TN	37013	0.28
14803010800	OLIVER, KEITH L. ETUX	117 CHEROKEE CT	ANTIOCH	TN	37013	0.28
14803010900	HANNER, THOMAS I.	113 CHEROKEE CT	ANTIOCH	TN	37013	0.32
14803011000	JAMES, ALBERT ET UX	109 CHEROKEE CT	ANTIOCH	TN	37013	0.34
14803011100	BRYANT, THADDEUS & REBECCA	105 CHEROKEE CT	ANTIOCH	TN	37013	0.3
14803013500	GHAFURI, RAHIM & SHOKRIA	1433 ANTIOCH PIKE	ANTIOCH	TN	37013	0.28
14803013600	NGUYEN, LINH D. & HONG TIEN	1435 ANTIOCH PIKE	ANTIOCH	TN	37013	0.31
14803013700	O'CONNOR, DARLYNE A. & EDWARD D.	504 SPANN CT	ANTIOCH	TN	37013	0.34
14803013900	REYES, JUAN PABLO	512 SPANN CT	ANTIOCH	TN	37013	0.25
14803014000	FIGUEROA, EDGAR & MAYRA R.	516 SPANN CT	ANTIOCH	TN	37013	0.25
14803014100	NGUYEN, BAO & PHAM, TAN & JACK	520 SPANN CT	ANTIOCH	TN	37013	0.23
14803014200	CHANTHALATH, KHANH & BOUABAY	524 SPANN CT	ANTIOCH	TN	37013	0.25
14803014400	SERRANO, JULIA O. & MENJIVAR, TRANSITO	532 SPANN CT	ANTIOCH	TN	37013	0.25
14803014500	PANYAVONG, KEO ET UX	536 SPANN CT	ANTIOCH	TN	37013	0.3
14803014600	SOURIVONG, PHANTHAVONG ET UX	540 SPANN CT	ANTIOCH	TN	37013	0.29
14803014800	NEELY, BOBBY L. ET UX	533 SPANN CT	ANTIOCH	TN	37013	0.34
14803014900	HUNTER, SHERMAN R. & PEGGY F.	529 SPANN CT	ANTIOCH	TN	37013	0.25
14803015000	MALDONADO, MILDRED S. RAMOS	525 SPANN CT	ANTIOCH	TN	37013	0.3
14803015100	CONRAD, BRUCE C. SR., & MARY E.	521 SPANN CT	ANTIOCH	TN	37013	0.32
14803015300	MCALISTER, JOHN W. & WILLIAM T.	513 SPANN CT	ANTIOCH	TN	37013	0.27
14803015400	SOUTHONEVICHITH, BOUNLEVANE & BOUNLAP	509 SPANN CT	ANTIOCH	TN	37013	0.25
14803015500	SULLO, ARTHUR A., TRUSTEE	505 SPANN CT	ANTIOCH	TN	37013	0.27
14803015600	COLLIER, JOE ALLEN	1437 ANTIOCH PIKE	ANTIOCH	TN	37013	0.34
14803015700	SULLO, ARTHUR A., TRUSTEE	1439 A ANTIOCH PIKE	ANTIOCH	TN	37013	0.25
14803015800	SANDERSON, BERNARD & DOROTHY & MICHAEL	1441 ANTIOCH PIKE	ANTIOCH	TN	37013	0.28
14803015900	ARRIETA, PEDRO J. & GUERRA, ELIANA	104 ANTIOCH CT	ANTIOCH	TN	37013	0.29
14803016000	SMITH, JAMES RANDOLPH ET UX	108 ANTIOCH CT	ANTIOCH	TN	37013	0.25
14803016100	WILLIAMS, ROBERT D. ET UX	112 ANTIOCH CT	ANTIOCH	TN	37013	0.25
14803016300	FIGUREOA, CARLOS A.	120 ANTIOCH CT	ANTIOCH	TN	37013	0.32
14803016400	MITSAMPHANH, KHIAN ETUX & DOUANGVILAY,B.	1443 ANTIOCH PIKE	ANTIOCH	TN	37013	0.32
14803016500	O'NEAL, MICHAEL E. ET UX	1445 ANTIOCH PIKE	ANTIOCH	TN	37013	0.25
14803016600	CAMPO, JOSE E. SORTO & MELGAR, JOSE	1447 ANTIOCH PIKE	ANTIOCH	TN	37013	0.25
14803017300	BAKER, LATONYA	3336 EZELL RD	NASHVILLE	TN	37211	0.25
14803017400	VARGAS, VERONICA V.	3334 EZELL RD	NASHVILLE	TN	37211	0.25
14803017500	CRUCERIU, GHEORGHE & STELA	3332 EZELL RD	NASHVILLE	TN	37211	0.28
14803017600	PHAN, TAP CO & BUI, PHUC THI	3330 EZELL RD	NASHVILLE	TN	37211	0.28
14803017700	AL-SADOON, MOHAMMED	3328 EZELL RD	NASHVILLE	TN	37211	0.25

14807000200	BARRETT, MALCOLM L., SR. & RACHEL S., TRS.	0 LUNA DR	NASHVILLE	TN	37211	0.28
14807000300	HULING, JAMES	122 LUNA DR	NASHVILLE	TN	37211	0.3
14807000600	APHAYAVONG, LANGSY & KETUDONE	109 LUNA DR	NASHVILLE	TN	37211	0.28
14807000700	BANOUVONG, SOMSACK ET UX	105 LUNA DR	NASHVILLE	TN	37211	0.3
14807012500	SWIFT, CHARLES H. ET UX	106 CHEROKEE PL	ANTIOCH	TN	37013	0.23
14807012600	VENSON, MARY ANN	104 CHEROKEE PL	ANTIOCH	TN	37013	0.23
14807012700	FORMOSA, TONY M.	100 CHEROKEE PL	ANTIOCH	TN	37013	0.48
14807012800	LINGLEY, JOHN D. & MARTHA J.	1703 ANTIOCH PIKE	ANTIOCH	TN	37013	0.34
14807013000	SPEAR, REVLON B.	105 CHEROKEE PL	ANTIOCH	TN	37013	0.25
14807012400	CUNNINGHAM, STANLEY J. ET UX	110 CHEROKEE PL	ANTIOCH	TN	37013	0.25
14807012900	DOMINY, DUANE & CATHERINE	101 CHEROKEE PL	ANTIOCH	TN	37013	0.23
14803000100	OLDHAM, WILLIAM S.	3324 JANSING DR	NASHVILLE	TN	37211	0.42
14803000500	SCOTT, JOE D. ETUX	3321 EZELL RD	NASHVILLE	TN	37211	1
14803001700	TAYLOR, LOUISE & MARIE C.	3322 EZELL RD	NASHVILLE	TN	37211	0.26
14803004500	BEACH, THOMAS H. JR., & MLDRED & LYNDA	1507 ANTIOCH PIKE	ANTIOCH	TN	37013	0.32
14803004800	WHITFIELD, GEORGE C. ET UX	1515 ANTIOCH PIKE	ANTIOCH	TN	37013	0.3
14803005300	MUSIC CITY HOMES, LLC	1525 ANTIOCH PIKE	ANTIOCH	TN	37013	0.27
14803005900	JACKSON, GLENDA PEACH	102 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.27
14803006300	LOPEZ, YAMAYS	110 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.34
14803006900	MCCORMICK, CHARLES M. ETUX	122 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.4
14803007300	BINFORD, VIVIAN J.	113 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.3
14803007800	LEON, ANGEL & OFELIA	103 CHEROKEE HILLS DR	ANTIOCH	TN	37013	0.34
14803008300	ARGUETA, ROSARIO	1521 GASSER DR	ANTIOCH	TN	37013	0.34
14803008800	PENA, VILMA YOLNDA	1536 GASSER DR	ANTIOCH	TN	37013	0.32
14803009300	JOHNSON, BETTY H.	1516 GASSER DR	ANTIOCH	TN	37013	0.26
14803009800	STUTEVILLE, EDDIE R. ETUX	114 CHEROKEE CT	NASHVILLE	TN	37211	0.27
14803010200	WILSON, DAVID MICHAEL, II & CASTRO, ALEXANDRIA DANIELLE	130 CHEROKEE CT	ANTIOCH	TN	37013	0.35
14803010700	CROSBY, LORETTA SUE ET VIR	121 CHEROKEE CT	ANTIOCH	TN	37013	0.25
14803013800	BALDWIN, GREGORY LYNN	508 SPANN CT	ANTIOCH	TN	37013	0.29
14803014300	PHAYSAMONE, KONGTHANOUSONE & LAMDOUAN	528 SPANN CT	ANTIOCH	TN	37013	0.25
14803014700	HILL, WILLIE DEAN ETUX	537 SPANN CT	ANTIOCH	TN	37013	0.39
14803015200	CROSS, RONALD L. ET UX	517 SPANN CT	ANTIOCH	TN	37013	0.25
14803016200	CRUZ, NORBERTO	116 ANTIOCH CT	ANTIOCH	TN	37013	0.28
14807000100	VONGKHAMCHANH, SOMPHONG & KHAMPHONG	1539 ANTIOCH PIKE	ANTIOCH	TN	37013	0.43
14807000500	MORTON, MACK & MARY	113 LUNA DR	NASHVILLE	TN	37211	0.27
Total Acreage						86.99

List of Bakertown SP Planning Process Participants

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Mr. Phil Ponder, Vice-Chairman
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Mr. Hunter Gee
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Mayor Karl Dean, Ex-Officio
Andree LeQuire, Ex-Officio Representing Mayor Karl Dean
Councilmember Jim Gotto, Chair, Metropolitan Council Planning Committee, Ex-Officio

Planning Department

Executive Office / Administration
Rick Bernhardt, Executive Director
Hilary Kahnle, Planning Manager II, Design Studio

Planning

Ann Hammond, Assistant Executive Director / Planning
Jennifer Carlat, Planning Manager II, Community Plans
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Metropolitan Planning Organization / Transportation

Michael Skipper, MPO Director

The production of this plan was primarily the responsibility of the Design Studio and Community Plans Divisions. The Bakertown Specific Plan team included:

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Hilary Kahnle, Design Studio, Planning Manager II
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Rebecca Ratz, Planner I, Design Studio
Kathryn Withers, Planner III, Community Plans
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Metropolitan Planning Commission

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Mission Statements, September 2008

The Planning Commission guides growth and development as Nashville and Davidson County evolve into a more socially, economically and environmentally sustainable community, with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.

The Planning Department helps Nashville and Davidson County evolve into a more sustainable community, guided by a commitment to efficient use of infrastructure, distinctive and diverse community character, open and vibrant civic life, and choices in housing and transportation focused on improving the quality of life.

