SITE DATA TABLE		
TOTAL SITE AREA	13.12 AC	
PERMITTED USES	See Table Below	
BULK STANDARD	Non-Residential / Multi Use Building Type	Residential Only Building Type
MAXIMUM FAR	Same as OG	Same as RM 40
MAXIMUM ISR	0.9	0.9
DENSITY	N/A	Not to exceed 230 units
SETBACKS	• FRONT: Where buildings directly front a public right of way or a public common area (e.g. open spaces, etc.), the front façade must be built to 5ft. From the front property line.	• FRONT: Where buildings directly front a public right of way or a public common area (e.g. open spaces, etc.), the front façade must be built between 5 ft. and 15 ft. of the front property line.
	• SIDE: 0 ft. min., 5 ft. max., except street side setbacks shall be 5ft.	• SIDE: 5 ft. min.
	• REAR: 5 ft. min.	• REAR: 5 ft. min.
PARKING	Parking will be provided in accordance with the requirements in the Metro zoning ordinance.	Parking will be provided in accordance with the requirements in the Metro zoning ordinance.
MAX HEIGHT AT SETBACK LINE	Not to exceed the number of stories of the tallest existing building within the hospital campus; 3 stories at front yard setback plus 1.5 to 1 (v to h) sky exposure plane measured from Harding Road.	6 stories max., 3 stories at front yard setback plus an additional three stories if set back from the front facade 10 ft.

DEVELOPMENT SUMMARY	
COUNCIL DISTRICT NUMBER:	24
COUNCIL MEMBER NAME:	Jason Holleman
OWNER OF RECORD:	Saint Thomas Health 102 Woodmont Blvd., Suite 800 Nashville, TN 37205 p 615-284-6264 Contact: Dawn Rudolph
SP NAME:	Saint Thomas West Hospital District SP
SP NUMBER:	2013SP-018-001
DESIGNER:	Civil Site Design Group, PLLC 630 Southgate Avenue, Suite A Nashville, TN 37203 p 615.248.9999 Contact: Hal Clark halc@civil-site.com
U.S. FEMA FIRM:	47037C0213F

Permitted Uses	SP Parcel A	SP Parcel B
Residential		
Multi-Family	N	P
Institutional		
Monastery or Convent	N	N
Religious Institution	N	P
Daycare Center	N	A
Educational		
Business School	N	P
College or University	N	P
Community Education	N	P
Dormitory	N	P
Personal Instruction	N	P
Vocational School	N	P
Office		
Financial Institution	N	P
General Office	N	P
Leasing/Sales Office	N	A
Medical		
Assisted care living	N	P
Hospice	N	P
Hospital	N	P
Medical Appliance Sales	N	A
Medical Office	N	P
Medical/Scientific Lab	N	P
Nursing Home	N	P
Outpatient Clinic	N	P
Rehabilitation Services	N	P
Commercial		
ATM	N	P
Automobile Parking	N	P
Hotel/Motel	N	P
Restaurant, fast food	N	A
Restaurant, full service	N	A
Restaurant, take-out	N	A
Retail	N	P
Communications		
Radio/TV Studio	N	N
Satellite Dish	N	P
Telephone Services	N	PC
Transportation		
Helistop	N	SE
Recreation/Entertainment		
Club	N	N
Greenway	P	P
Park	P	P
Outdoor Trails & Recreation	P	P

P - Permitted by Right PC - Permitted with specific conditions
SE - Permitted with special exception A - Permitted as accessory to principal uses
N - Not Permitted

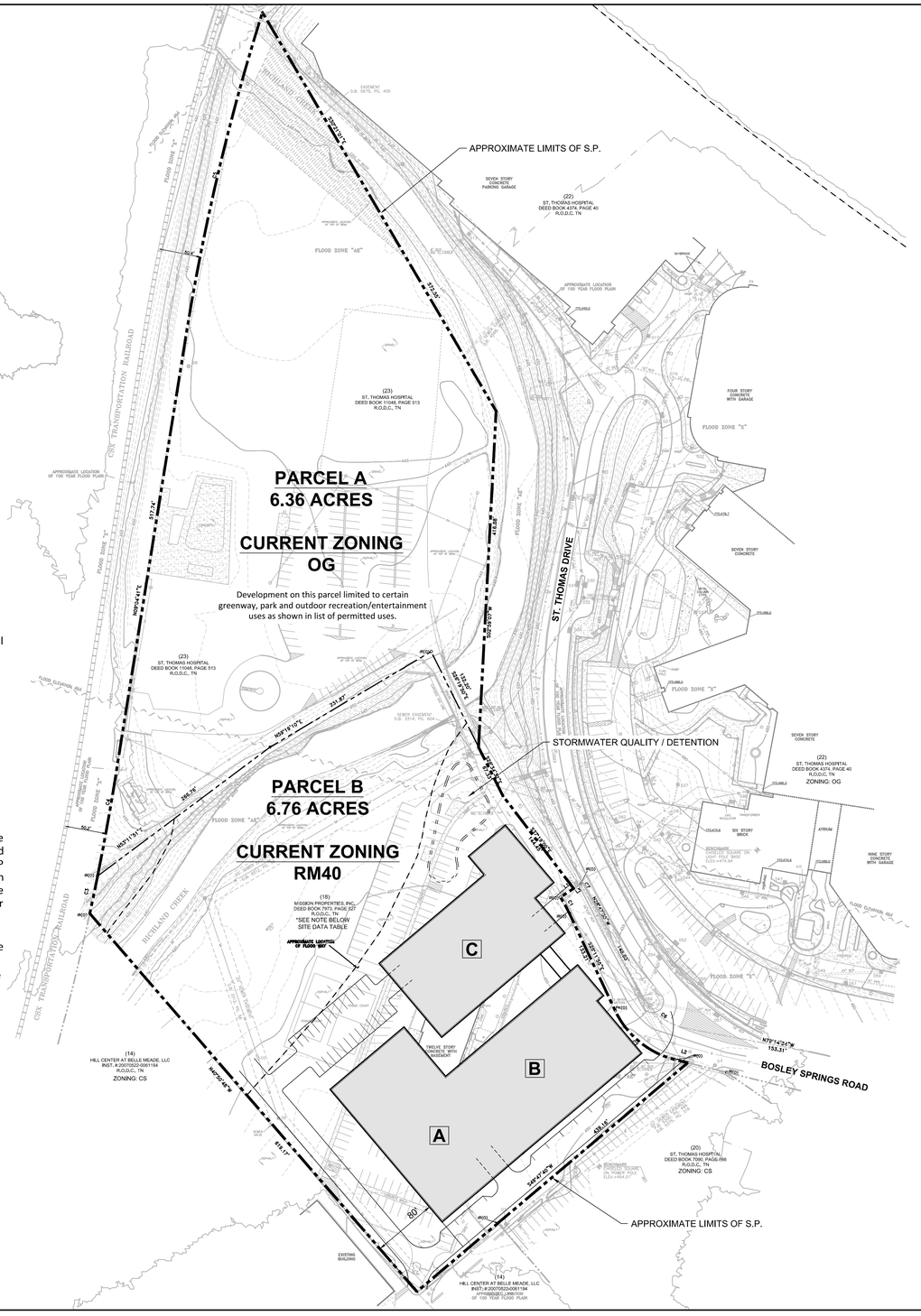
PRELIMINARY SPECIFIC PLAN NOTES:

1. The purpose of the specific plan is to allow the mixed use development on Parcel 10315002300 consistent with the Harding Town Center UDO and to limit development on Parcel 10315001800 to certain greenway, park and outdoor recreation/entertainment uses.
2. The required fire flow shall be determined by the Metro/Nashville fire marshal's office prior to the issuance of a building permit.
3. Metro Water Services shall be provided sufficient and unencumbered ingress and egress at all times in order to maintain, repair, replace and inspect any stormwater facilities within the property.
4. Individual water and sewer service lines are required for each parcel.
5. The developer of this project shall comply with the requirements of the adopted tree ordinance 2008-328 (Metro Code Chapter 17.24)
6. All parking areas shall meet the parking area screening and landscaping requirements specified in the Harding Town Center UDO.
7. According to FEMA's current flood maps (47037C0213F, dated April 20, 2001), as well as Metro's GIS information, there are 7.83 acres of the property within the floodway.
8. According to the NRCS Soils Map, the soils on the property are Ar (Arrington silt loam) and McB (Maury-Urban land complex, 2 to 7% slopes). These soils are not "problem soils" as noted in section 17.28.050 of the Metro Zoning Code.
9. There are .38 acres of the site that have existing slopes from 15% to 25% and 0.55 acres that have existing slopes above 25%.
10. Private drives shall be permitted within this development.
11. Development shall be allowed up to, but not beyond the approximate floodway boundary shown on the Preliminary Development Plan. This includes building envelopes, access drives, parking areas and other development improvements. Development within the floodway shall be limited to open space, footbridges, crossings, storm water improvements, recreational uses, and public infrastructure.
12. All development with the boundaries of this plan shall meet the applicable requirements of the Americans with Disabilities Act.
13. PERMITTED USES: See Permitted Uses Table
14. Signage shall meet the standards outlined in the Harding Town Center UDO. Detailed signage standards and guidelines will be included in the Final SP submittal.
15. There are no existing wetlands within the SP boundary.
16. Density from Parcels 10315001800 and 10315002300 permitted under the base zoning and not utilized within the SP may be redistributed to the main campus parcels (10315002200 and 10315004400) upon the filing of the unified plat. Overall densities shall not exceed the maximum allowed under the current base zoning.
17. Building footprints for Buildings A, B & C and driveways and parking areas on Parcel B may be rearranged or relocated on Parcel B.
18. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the OG zoning district and the Harding Town Center Urban Design Overlay as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.
19. Any future off-site parking that is proposed shall comply with the standards outlined in the UDO.
20. Each final SP plan for a building to be constructed on the property shall be accompanied with a traffic analysis demonstrating whether the traffic to be generated from the development of the such building will result in significant traffic in excess of the traffic projections included in the Harding Town Center Transportation Plan, dated May 2005. In the event the development of the building shown on any such final SP plan will result in the generation of significant traffic in excess of the traffic projections included in the Harding Town Center Transportation Plan, dated May 2005, then the traffic analysis shall recommend which of the transportation strategies identified in the UDO, or alternative strategies, are proposed to address the additional traffic generated in excess of traffic projections included in the Harding Town Center Transportation Plan.
21. Any final SP plan shall include the reservation or dedication of right-of-way for the transportation improvements recommended in the UDO.
22. 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.
23. This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.
24. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15" CMP).
25. Prior to the issuance of a certificate of occupancy for the initial building constructed on Parcel B, the developer shall remove all impervious surface materials from Parcel A.
26. Retail development on Parcel B shall not exceed 15% of the permissible FAR.
27. The offer of right-of-way for the connector road shown on any final SP plan shall be automatically withdrawn if the connector road provided for in the UDO is not constructed by December 31, 2020, and the developer will be permitted to construct buildings within that area after that date.

NOTES:

1. The Imperial House parcel included in this SP is currently owned by Saint Thomas Network, a Tennessee not-for-profit corporation, successor by name change to Saint Thomas Health Services, successor by name change to Seton Health Corporation of Tennessee, Inc., successor by corporate merger to Mission Properties, Inc.
2. The Knights of Columbus parcel included in this SP is currently owned by Saint Thomas West Hospital, a Tennessee not-for-profit corporation, successor by name change to St. Thomas Hospital.

(See Appendix A for a more detailed summary of ownership history)



PRELIMINARY DEVELOPMENT PLAN

REVISED: March 23, 2015
RESUBMITTAL: February 17, 2015
DATE: January 29, 2015
SP: 2013SP-018-001
JOB NO.: 12-055-02

SAINT THOMAS WEST HOSPITAL DISTRICT SP

NASHVILLE, DAVIDSON COUNTY, TENNESSEE

CIVIL SITE DESIGN GROUP
630 SOUTHGATE AVENUE, SUITE A - NASHVILLE, TN 37203
615.248.9999 www.civil-site.com

2015, March 23

Case Number :: 2013SP-018-001

PRELIMINARY SPECIFIC PLAN - ZONING REQUEST

GENERAL INFORMATION

SAINT THOMAS WEST HOSPITAL DISTRICT - PRELIMINARY SPECIFIC PLAN
Council District: 24
Council Member: Jason Holleman
Original Submittal: March 28, 2013

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- Landscaping/Buffering
- Architectural Treatment

PROJECT TEAM

Saint Thomas
WEST HOSPITAL

Saint Thomas Health
102 Woodmont Boulevard, Suite 800
Nashville TN 37205
615.284.6264
DAWN RUDOLPH
Chief Experience Officer
dawn.rudolph@sth.org

CIVIL·SITE
DESIGN GROUP
ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS

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BOULT CUMMINGS LLP

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drutter@babc.com
JIM MURPHY
jmurphy@babc.com

PROJECT OVERVIEW

This Specific Plan is located in the western portion of Metropolitan Nashville, Davidson County, near the intersection of Harding Pike and White Bridge Road. This area is currently home to a collection of office buildings, vibrant commercial shops and some of the most desirable residential neighborhoods in the City.

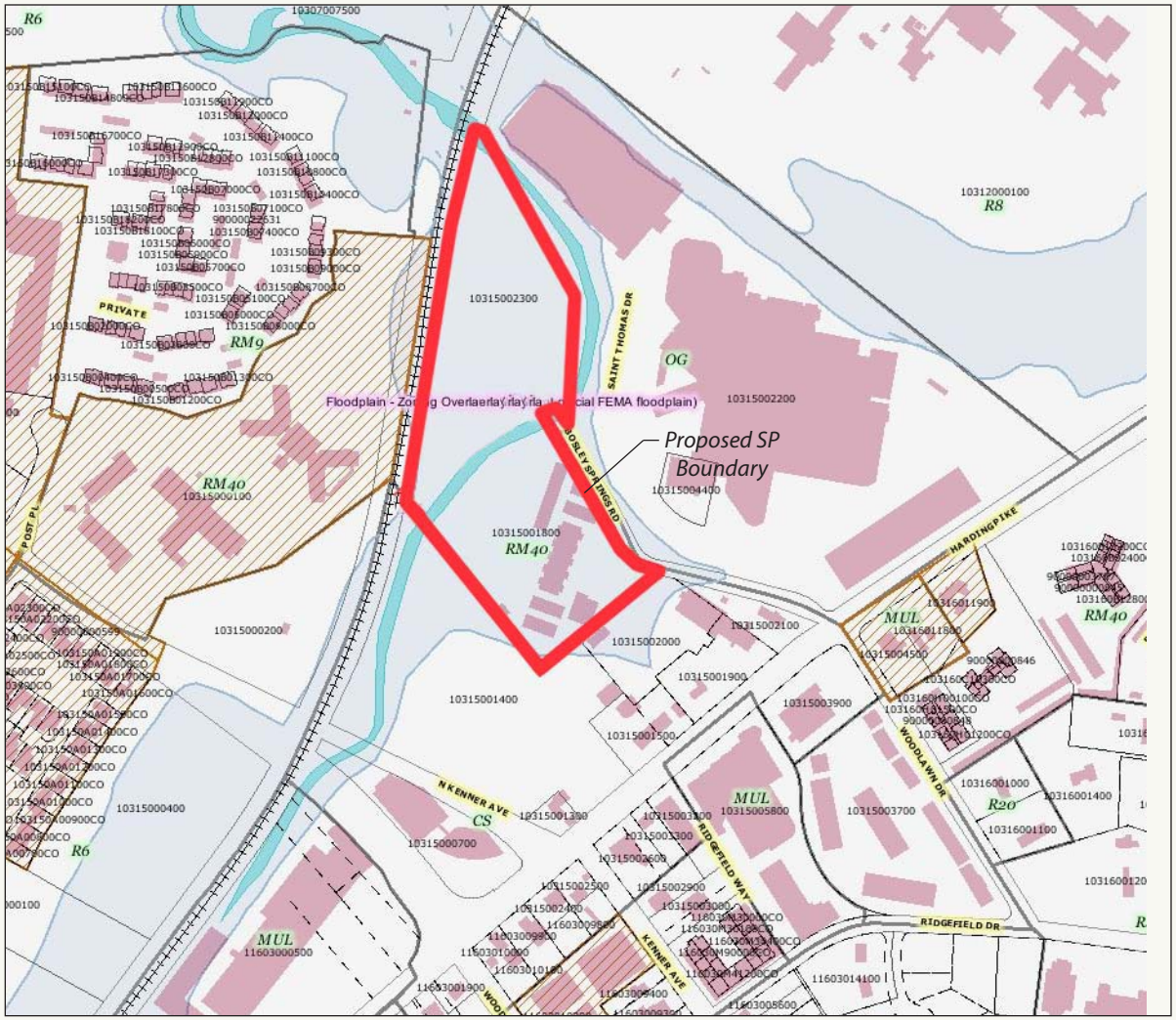
This area is also home to one of our City's most important institutions, Saint Thomas West Hospital. The Saint Thomas West Campus has long been an anchor to these neighborhoods and currently presents an opportunity to build on the economic development goals of the City with the redevelopment of an under-utilized portion of the campus.

The purpose of this document is to create a Specific Plan (SP) District that would allow the redevelopment of a 6.76 acre parcel of the existing Saint Thomas campus, currently occupied by the Imperial House, in a manner that is consistent with the vision and guidelines set forth in the Harding Town Center Urban Design Overlay District, and to limit development of a 6.36 acre parcel formerly occupied by the Knights of Columbus to certain greenway, park and outdoor recreation/ entertainment uses.

GENERAL PLAN CONSISTENCY

The goals, objectives and development standards outlined in this SP, are consistent with those adopted in the Harding Town Center Urban Design Overlay. This proposed SP district is intended to implement the creative mix of land uses, massing, architectural treatment of buildings, transportation options and focus on parks and open space that was envisioned for the Hospital District of the Harding Town Center UDO.

The current zoning of the property is RM-40 and OG, and the most recent use of the property was a residential building known as the Imperial House and the currently vacant property known as the Knights of Columbus property. This building is in poor physical condition and provides an opportunity for a more viable mix of uses that affectuates the vision for the future described in the UDO.

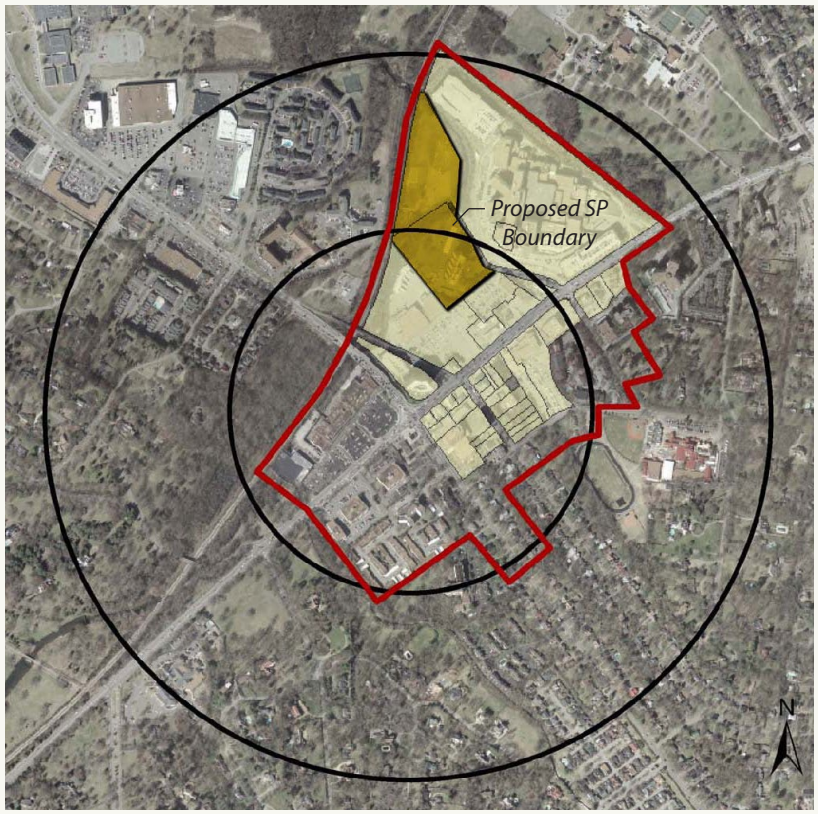


Existing Zoning Exhibit

HARDING TOWN CENTER UDO

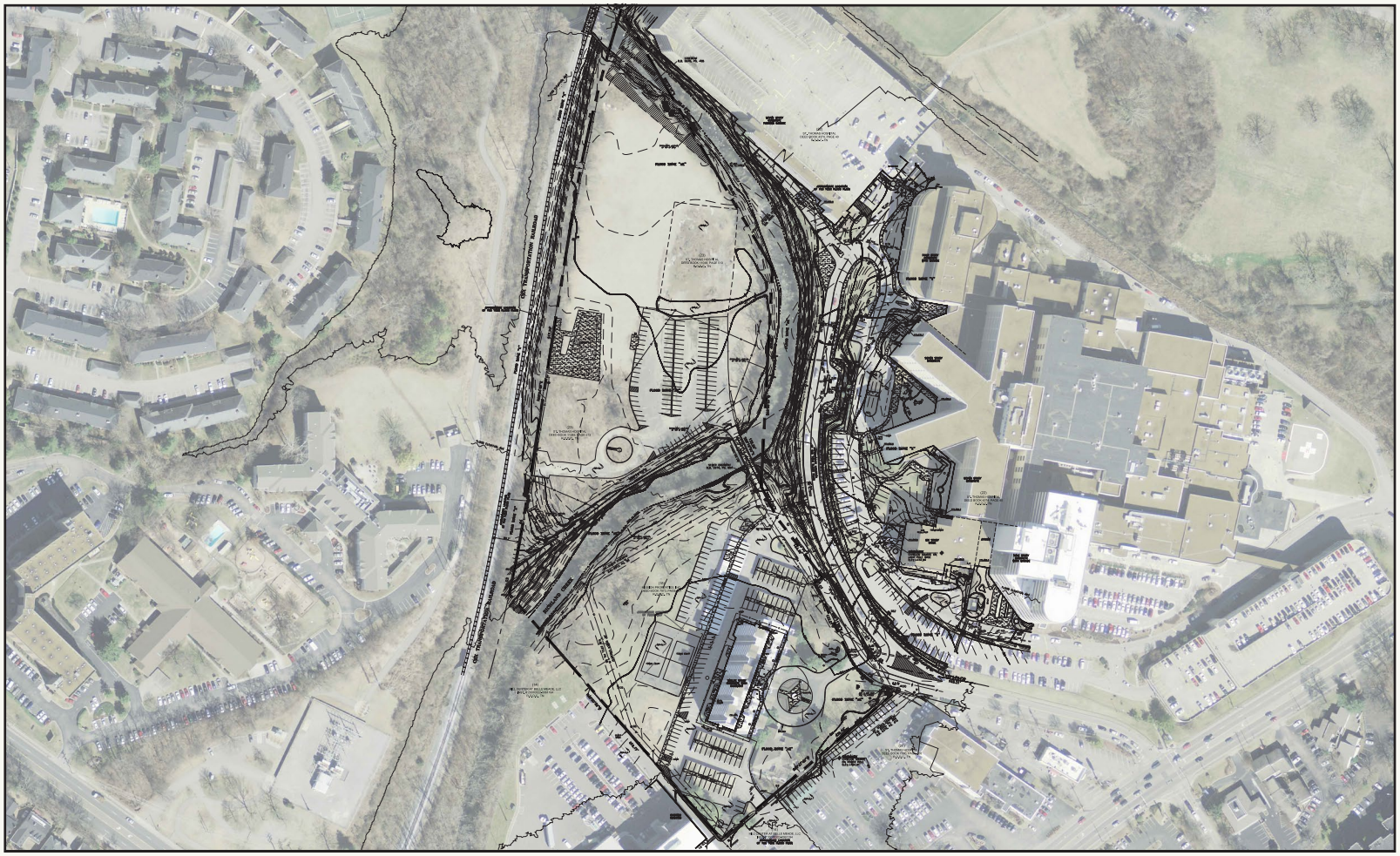
In May of 2005, the Metro Planning Department and the District Councilmember facilitated a comprehensive planning study of this area to envision a redevelopment strategy that would maximize the potential of this highly popular part of town. Working with the local property owners and key stakeholders in the area, a common vision for the proposed town center was reached.

This new vision recommended improvements to existing land uses, transportation systems, building densities, public spaces, greenway connections and architectural character. Based on the significance of the Saint Thomas West campus to this neighborhood, a separate sub-district within the UDO was formed called the "Hospital District". This sub-district included a set of development standards and design guidelines that was intended to ensure that the future expansion of the campus was consistent and complimentary to the other Town Center uses that were envisioned for the surrounding neighborhoods.



Harding Town Center UDO Boundary

EXISTING CONDITIONS



Existing Conditions Map

NOTES:

1. The Imperial House parcel included in this SP is currently owned by Saint Thomas Network, a Tennessee not-for-profit corporation, successor by name change to Saint Thomas Health Services, successor by name change to Seton Health Corporation of Tennessee, Inc., successor by corporate merger to Mission Properties, Inc.
2. The Knights of Columbus parcel included in this SP is currently owned by Saint Thomas West Hospital, a Tennessee not-for-profit corporation, successor by name change to St. Thomas Hospital.

(See Appendix A for a more detailed summary of ownership history).

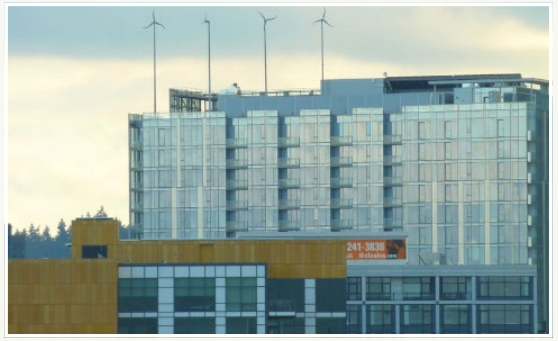
LAND USE PLAN

BUILDINGS and LOTS

Based on the UDO plan, one of the primary goals specifically for the Hospital District is to allow Saint Thomas West hospital to function and grow in a sensitive and planned manner that preserves the integrity and long-term viability of the adjacent village center. With the mix of uses proposed in this SP, an active environment can be achieved that would breathe life into the hospital district. This plan integrates the health care needs of the hospital, with the complimentary needs of the overall community with appropriately scaled commercial, office and residential uses.

Primary Objectives

- Zone the Imperial House property to allow for the mixture of uses envisioned in the UDO.
- Limit building heights along the edges of the Hospital District to be compatible with buildngs within the village center
- Step buildings back away from streets to allow taller buildings within the core of the district.
- Avoid buildings with blank facades and provide for buildings that are varied and articulated with large windows at the street level, and primary entrances directly on the street.



LAND USE PLAN

PARKS and OPEN SPACE

One of the primary goals for parks and open space in this SP is to preserve a natural corridor immediately adjacent to Richland Creek for the benefit of the people who will be living, working and shopping within the area. In addition, creating pedestrian environments along streets and incorporating courtyards and open spaces framed by buildings will create important gathering spaces and focal points within the district.

Primary Objectives

- Create a corridor abutting Richland Creek for potential greenway connections and bikeway opportunities
- Reserve the areas within the floodway zone for natural open space and/or public infrastructure
- Incorporate activated, public spaces such as plazas, courtyards, pocket parks, etc. to create a unique sense of place within the district

TRANSPORTATION NETWORK

VEHICULAR

This plan recognizes that traffic issues are very important to the residents and employees of this area. Developing a vehicular circulation system that improves travel times at roadways and intersections, increases the capacities of our existing arterial roadways, fully utilizes the existing framework of arterials and cross streets to minimize the negative impacts on local neighborhood streets for through traffic movements are primary goals for the re-development of this property. The Harding Town Center Transportation Study was the basis for the strategies outlined in this SP, and can be referred to for specific recommendations for traffic improvements throughout the area.

Primary Objectives

- Design internal streets to function as multi-functional traffic movers that provide better connectivity from the Hospital District to the remainder of the Town Center and surrounding areas
- Improve the existing vehicular entrance to the hospital campus and future campus redevelopment areas
- Utilize traffic calming measures such as traffic circles and mini roundabouts to help lower vehicle speeds and create a desirable streetscape environment that is consistent with the character of the proposed Town Center area

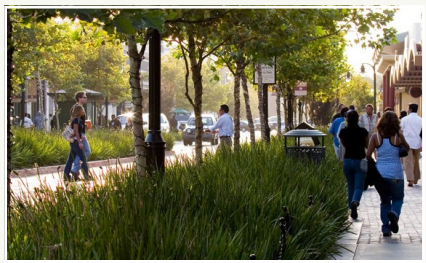
TRANSPORTATION NETWORK

PEDESTRIAN and BICYCLE

Creating a well connected pedestrian and bicycle circulation system with a focus on walkability is a primary goal of this mixed-use plan. Special emphasis will be placed on both internal pedestrian systems and external connections for alternative pedestrian and bicycle transportation. Creating safe, convenient and comfortable ways for pedestrians and cyclists to get to the district from surrounding areas of town, and to navigate internally, is a key strategy of the plan.

Primary Objectives

- Incorporate sidewalks and pedestrian paths to create inviting and active streetscapes thoughout the district
- Provide an opportunity to connect to the regional greenway system and/or adjacent properties that provide access to the the existing H.G. Hill / Publix Trailhead.
- Utilize pedestrian-scale wayfinding and signage and to make the district more accessible for pedestrians and cyclists.
- Incorporate pedestrian amenities into the development including site furniture, specialty paving areas, public art, bicycle and media racks, appropriately scaled lighting and attractive landscaping to create a safe and enjoyable pedestrian experience



TRANSPORTATION NETWORK

PUBLIC TRANSIT

One of the primary goals of this mixed-use redevelopment is to create an environment that encourages alternative modes of transportation and to provide opportunities for more public transit connections from the Saint Thomas campus to the surrounding neighborhoods as well as Downtown.

Primary Objectives*

- Design streets within the district to include various multi-modal transportation options
- Provide new bus shelters and enhance existing shelters within the district to complement the architectural character of the proposed Town Center

* The primary objectives proposed for public transit in this SP are consistent with the goals and objectives outlined in the Harding Town Center UDO, Transit System section, Page 15.

TRANSPORTATION NETWORK

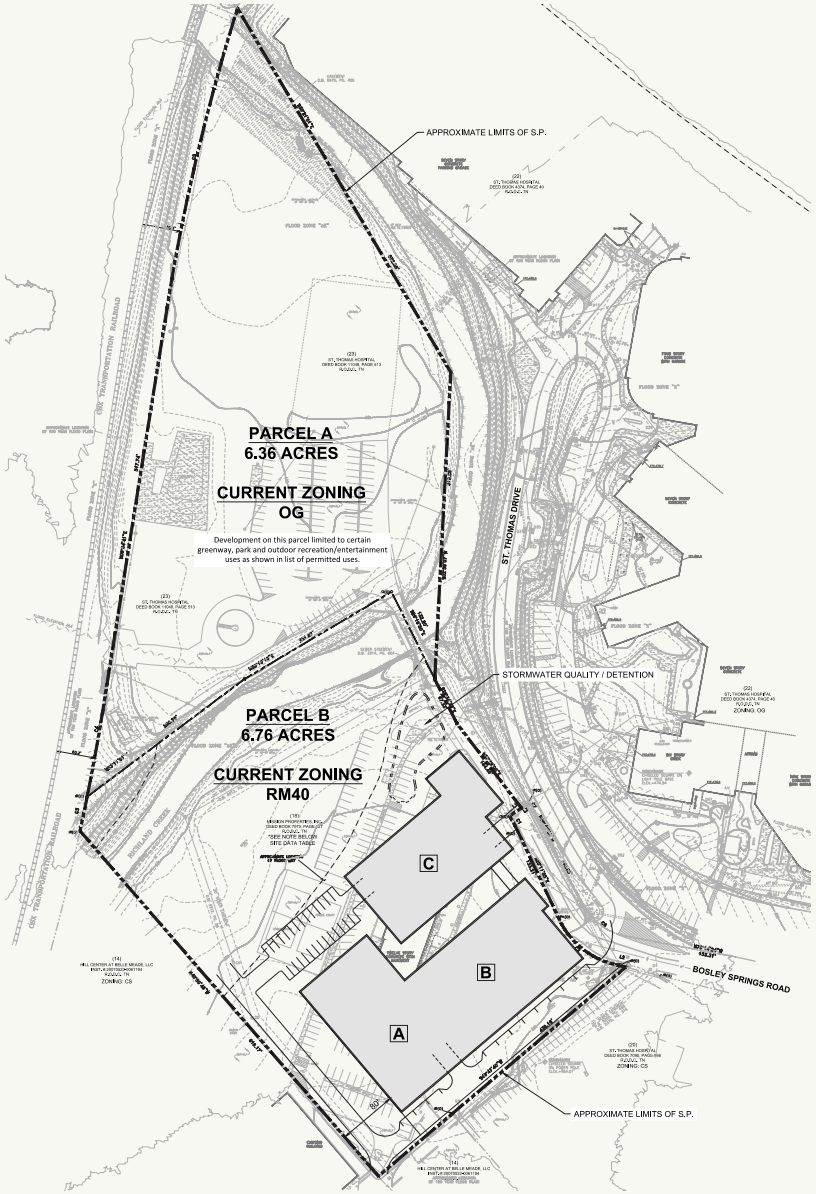
PARKING

Parking is an important component of mixed-use developments that can have major impacts on a neighborhood. A primary goal of this SP district is to minimize the impact of these parking areas, but provide an adequate system that serves the needs of the district.

Primary Objectives

- Locate surface parking in the rear or side of buildings when possible, and when not possible, appropriate screening of Harding Road is required
- Conceal parking in structures or under buildings whenever appropriate
- When above ground parking structures are used, the structure shall be designed to resemble buildings with architectural facade treatment and/or ground floor uses along facades facing Harding Road
- Minimize the impact of parking areas on pedestrians by clearly defining sidewalks and providing separations between walkways and parking areas
- Consider shared parking scenarios when appropriate to fully utilize parking between uses with differing peak needs or requirements

PRELIMINARY DEVELOPMENT PLAN



PRELIMINARY SPECIFIC PLAN

Saint Thomas
WEST HOSPITAL

DEVELOPMENT STANDARDS

NOTES

1. The purpose of the specific plan is to allow the mixed use development on Parcel 10315002300 consistent with the Harding Town Center UDO and to limit development on Parcel 10315001800 to certain greenway, park and outdoor recreation/entertainment uses.
2. The required fire flow shall be determined by the Metro/Nashville fire marshal's office prior to the issuance of a building permit.
3. Metro Water Services shall be provided sufficient and unencumbered ingress and egress at all times in order to maintain, repair, replace and inspect any stormwater facilities within the property.
4. Individual water and sewer service lines are required for each parcel.
5. The developer of this project shall comply with the requirements of the adopted tree ordinance 2008-328 (Metro Code Chapter 17.24)
6. All parking areas shall meet the parking area screening and landscaping requirements specified in the Harding Town Center UDO.
7. According to FEMA's current flood maps (47037C0213F, dated April 20, 2001), as well as Metro's GIS information, there are 7.83 acres of the property within the floodway.
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9. There are .38 acres of the site that have existing slopes from 15% to 25% and 0.55 acres that have existing slopes above 25%.
10. Private drives shall be permitted within this development.
11. Development shall be allowed up to, but not beyond the approximate floodway boundary shown on the Preliminary Development Plan. This includes building envelopes, access drives, parking areas and other development improvements. Development within the floodway shall be limited to open space, footbridges, crossings, stormwater improvements, recreational uses, and public infrastructure.
12. All development with the boundaries of this plan shall meet the applicable requirements of the Americans with Disabilities Act.
13: PERMITTED USES: See Page 17 for a detailed list of uses allowed within this SP.
14. Signage shall meet the standards outlined in the Harding Town Center UDO. Detailed signage standards and guidelines will be included in the Final SP submittal.
15. There are no existing wetlands within the SP boundary.
16. Density from Parcels 10315001800 and 10315002300 permitted under the base zoning and not utilized within the SP may be redistributed to the main campus parcels (10315002200 and 10315004400) upon the filing of the unified plat. Overall densities shall not exceed the maximum allowed under the current base zoning.
17. Building footprints for Buildings A, B & C and driveways and parking areas on Parcel B may be rearranged or relocated on Parcel B.
18. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the OG zoning district and the Harding Town Center Urban Design Overlay as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.
19. Any future off-site parking that is proposed shall comply with the standards outlined in the UDO.
20. Each final SP plan for a building to be constructed on the property shall be accompanied with a traffic analysis demonstrating whether the traffic to be generated from the development of the such building will result in significant traffic in excess of the traffic projections included in the Harding Town Center Transportation Plan, dated May 2005. In the event the development of the building shown on any such final SP plan will result in the generation of significant traffic in excess of the traffic projections included in the Harding Town Center Transportation Plan, dated May 2005, then the traffic analysis shall recommend which of the transportation strategies identified in the UDO, or alternative strategies, are proposed to address the additional traffic generated in excess of traffic projections included in the Harding Town Center Transportation Plan.
21. Any final SP plan shall include the reservation or dedication of right-of-way for the transportation improvements recommended in the UDO.
22. 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.
23. This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.
24. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15" CMP).
25. Prior to the issuance of a certificate of occupancy for the initial building constructed on Parcel B, the developer shall remove all impervious surface materials from Parcel A.
26. Retail development on Parcel B shall not exceed 15% of the permissible FAR.
27. The offer of right-of-way for the connector road shown on any final SP plan shall be automatically withdrawn if the connector road provided for in the UDO is not constructed by December 31, 2020, and the developer will be permitted to construct buildings within that area after that date.

DEVELOPMENT STANDARDS

Permitted Uses	SP Parcel A	SP Parcel B
Residential		
Multi-Family	N	P
Institutional		
Monastery or Convent	N	N
Religious Institution	N	P
Daycare Center	N	A
Educational		
Business School	N	P
College or University	N	P
Community Education	N	P
Dormitory	N	P
Personal Instruction	N	P
Vocational School	N	P
Office		
Financial Institution	N	P
General Office	N	P
Leasing/Sales Office	N	A
Medical		
Assisted care living	N	P
Hospice	N	P
Hospital	N	P
Medical Appliance Sales	N	A
Medical Office	N	P
Medical/Scientific Lab	N	P
Nursing Home	N	P
Outpatient Clinic	N	P
Rehabilitation Services	N	P
Commercial		
ATM	N	P
Automobile Parking	N	P
Hotel/Motel	N	P
Restaurant, fast food	N	A
Restaurant, full service	N	A
Restaurant, take-out	N	A
Retail	N	P
Communications		
Radio/TV Studio	N	N
Satellite Dish	N	P
Telephone Services	N	PC
Transportation		
Helistop	N	SE
Recreation/Entertainment		
Club	N	N
Greenway	P	P
Park	P	P
Outdoor Trails & Recreation	P	P

P - Permitted by Right PC - Permitted with specific conditions
SE - Permitted with special exception A - Permitted as accessory to principal uses
N - Not Permitted

BULK STANDARDS

The following bulk standards from the RM-40 and OG zoning districts and the Harding Town Center UDO are proposed for the Saint Thomas West Hospital District SP.

Bulk Standard	Non-residential / Mixed Use Building Type	Residential Only Building Type
Max. F. A. R.	Same as OG	N/A
Max. I. S. R.	.9	.9
Density	N/A	Not to exceed 230 units
Front Setback	Where buildings directly front a public right of way or a public common area (e.g. open spaces, etc.), the front facade must be built to 5 ft. from the front property line	Where buildings directly front a public right of way or public common area (e.g. open spaces, etc.), the front facade must be built between 5 ft. and 15 ft. of the front property line
Side Setback	0 ft. min., 5 ft. max., except street side setbacks shall be 5 ft.	5 ft. min.
Rear Setback	5 ft. min.	5 ft. min.
Building Height	Not to exceed the number of stories of the tallest existing building within the hospital campus; 3 stories at front yard setback plus 1.5 to 1 (v to h) sky exposure plane measured from Harding Road.	6 stories max., 3 stories at front yard setback plus an additional three stories if set back from the front façade 10 ft.

DEVELOPMENT STANDARDS

PARKING

1. Parking requirements:
The parking provisions, including shared parking, applicable in the Urban Zoning Overlay District, shall be applicable in this UDO.

2. Placement:
In the Saint Thomas SP where properties are adjacent to the Village Center sub-district, parking should be placed behind or underneath buildings, but where accommodation of the minimum required parking spaces can not be met otherwise, parking to the side of buildings is acceptable provided that the parking is limited to one single or double loaded aisle and screened from any adjoining public street right-of-way.

3. Parking lot location:
Surface parking lots shall not abut a building with the exception of parking that extends beneath a building, and shall be separated from structures by a minimum of 5 feet. This provision shall not apply to parking structures integrated with or connected to buildings.

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

DEVELOPMENT STANDARDS

LANDSCAPE/BUFFERING/SCREENING

1. Parking lot screening:
Any parking lot adjoining a public street shall be screened to a height of three feet by walls, berms, landscaping, or a combination of these. If landscaping is used, the planting bed shall be a minimum of six feet wide.

2. Containers and loading docks:
All solid waste, recycling, and yard trash containers (except litter containers), grease containers, and loading docks shall be located in parking areas, or at the side, or rear of a building, furthest from the public sidewalk. They shall be screened to minimize sound and visibility from abutting sidewalks or streets, excluding service lanes.

3. Equipment visibility:
All outdoor equipment, such as heating, cooling, and ventilation systems, utility meters and panels, shall be placed on the roof, in the rear or side of buildings, or otherwise visually screened from the street. Mechanical equipment shall not be allowed along the frontage of a public way. Mechanical equipment on the roof shall be screened from abutting streets with parapets or other types of visual screening.

DEVELOPMENT STANDARDS

ARCHITECTURAL TREATMENT

1. Permitted Awnings:
In addition to requirements placed on awnings by existing codes and ordinances, awnings shall comply with the following requirements:
a) Length: No awning shall exceed 30 ft. in length.
b) Materials: Awnings constructed of plastic or fabric that is glossy in texture are not permitted. The colors and patterns shall complement the building.
c) Shape: Awnings shall reflect the shape and character of window openings.
d) Lighting: Awnings shall not be internally illuminated.

2. Glazed Area:
A commercial use must provide a minimum of 40 percent of the front façade on the ground floor as clear or lightly tinted windows, doors, or other treatments sufficiently transparent to provide views into the interior of buildings. Additional floors shall have a minimum of 25 percent glazing. The first floor glazed calculation shall be based on the façade area measured to a height of 14 feet from grade for Commercial/Mixed-use building types and 12 feet from grade for Residential building types.

3. Corner Lot Glazing:
On corner lots, the percentage glazing requirements for the ground floor of commercial buildings shall apply only to the wall facing the front property line and 20 ft. along the side property line facing the street, unless noted otherwise.

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

DEVELOPMENT STANDARDS

ARCHITECTURAL TREATMENT

a) Wall Planes: A building façade shall not exceed 30 ft. in length without a change in plane by means such as a vertical recess, projection, change in material or color, or pilaster. Changes in roof plan shall be in harmony with changes in wall planes.
b) Changes in Plane: A change in wall plane shall be related to entrances, the integral structure or the organization of interior spaces and activities and not merely for cosmetic effect. False fronts or parapets of insubstantial appearance are prohibited.

5. Building Presentation at Corner Lots:
Buildings located at the intersection of two public streets shall address both streets with architectural and/or massing elements, including porches, windows, bay windows and other façade projections and features. For the purpose of this standard, a service lane is not a street.

6. Primary Pedestrian Entrance:
Buildings shall be placed so that at least one primary pedestrian entrance is oriented to a public or private street. If the building is located on a corner, the entrance shall be at the corner or on the primary street.

7. Entrances:
Building entrances (excluding emergency egress) facing a public way shall be defined by awnings or by being recessed.

8. Materials:
Vinyl siding is prohibited and E.I.F.S. is prohibited on ground floor facades fronting a public or private street.

9. Parking structure facades:
Parking structure facades that face Harding Road, except service lanes, shall be designed so as to look similar to buildings having other types of uses.

APPENDIX A

PROPERTY OWNERSHIP SUMMARY