

BELLWOOD

urban design overlay



prepared by
the Bellwood Neighborhood in conjunction with the Metro Planning
Department

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EXISTING CONDITIONS

The Bellwood neighborhood, created in the late 20's and 30's to overlook the Richland Golf Course began to take shape when prospering downtown Nashville created the need, and new technologies like electric streetcars and automobiles created the means, for suburban development. The Bellwood neighborhood's period of historic development spans from the late 1920s to the early 1950s. The homes were constructed of similar character, generally 1 1/2 stories tall, and include Colonial Revival, Bungalow, and Tudor Revival. These architectural styles represent some of the most popular residential building styles used in the United States during the early twentieth century. They incorporated single width driveways leading to parking areas or detached garages of a similar character and materials of the house at the rear of the property. Later constructed homes represent a different style and may be 1 or 2 stories tall but generally hold to the context of the neighborhood. The neighborhood is currently zoned RS-7.5, with some R-8 zoned properties, and many of the standards of these zoning districts permit development that is out of character and context with the scale of the original homes.

This Urban Design Overlay (UDO) has been created to maintain the scale and character of the existing homes. The UDO is not intended to dictate style or require new construction to exactly replicate the existing homes. The standards of the UDO focus primarily on the front of the house and yard - through the standards for height, build-to lines and driveways/garages.



APPLICATION

COMPLIANCE PROVISIONS

1. Full compliance with the Development Standards shall be required when:

- Property is redeveloped or vacant property is developed.
- The building's occupiable square footage is being expanded; the expansion shall be in compliance with all applicable Development Standards
- A new structure is built on a lot with multiple structures, the new structure shall be in compliance with all Development Standards.

2. Notwithstanding the above, the parking and driveways standards shall apply as of the effective date of the enacting ordinance of the Bellwood UDO.

APPLICABILITY

Base zoning district standards that are not varied by the provisions set forth in the Bellwood Urban Design Overlay shall apply as applicable to all property within the UDO boundary.

PROCESS

Bellwood UDO Advisory Board. At the request of the Metro Planning Department, a six member Bellwood UDO Advisory Board, consisting of Bellwood UDO homeowners shall be formed to assist and advise homeowners, builders and developers in navigating the standards of the UDO and assist Metro Planning in final review. The Bellwood UDO Advisory Board Charter is published under a separate document with Metro Planning to define the Board's Purpose, Appointment Procedures and Responsibilities.

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

MODIFICATIONS

The natural landscape and man-made environment may present difficulties in compliance with some standards of the Bellwood UDO. Based on site-specific issues, modifications to the standards may be necessary. Modifications may be permitted because of the exceptional narrowness, shallowness or shape of a specific piece of property, exceptional topographic condition, or other extraordinary and exceptional condition of a property. The condition shall be

APPLICATION (cont.)

unique to the subject property and generally not prevalent to other properties in the general area, and shall not have been created by the previous actions of any person having an interest in the property after the effective date of this ordinance. Those homeowners impacted by the floodway will need to follow FEMA guidelines and standards for new construction and renovation and coordinate with the Metro Planning Department and the Bellwood UDO Advisory Board for possible alterations to UDO standards.

Any standard within the UDO may be modified, insofar as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties. Planning Commission or Planning Department staff may approve modifications as follows. The Planning Department staff may approve minor modifications, deviations of 10 percent or less. Should the property owner or developer disagree with any determination made by the Planning staff, the property owner or developer may request that the Planning Commission consider the modification request. The property owner or developer must submit such a request within seven business days of receipt of the Planning staff's determination. The Planning Commission shall consider major modifications, deviations of 11 percent or more.

DEVELOPMENT STANDARDS

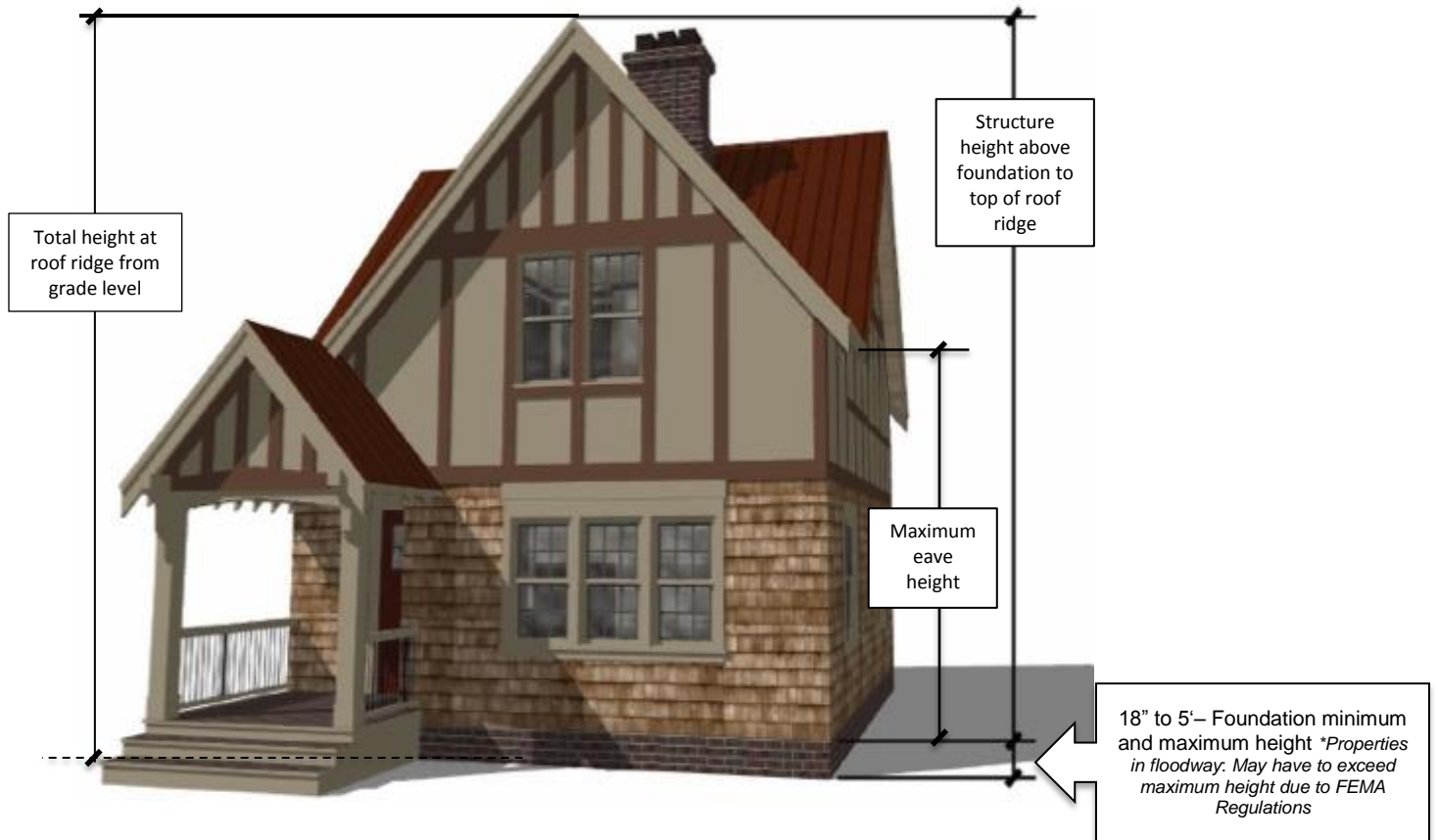
Development Standards				
Design Element	Standard			
Property and Primary Structure Specifications ^{1, 2}	Build-to Line Width ⁴	Max Eave Height	Max Roof Ridge Height	Side Setbacks
	55' to 74'	16' from foundation	29' from grade level	5'
	75' and greater	18' from foundation	32' from grade level	7'
	110' and greater	22' from foundation	35' from grade level	10'
Foundation Height	✓ 18" minimum foundation height, 5' maximum foundation height.			
	✓ May have to exceed maximum height due to FEMA Regulations for properties.			
Garage and Accessory Buildings Location and Setback	✓ Garages are to be detached, located behind the primary structure, or attached located behind the front facade and accessed from the side or rear of the primary structure.			
	✓ Detached garages or accessory buildings cannot be placed in the side and rear setbacks except as noted in Metro Code 17.12.040 E1b.			
Detached Garages and Accessory Building	✓ The materials, texture, details, and material color must be complimentary to the primary structure.			
	✓ The total building footprint of accessory building, including detached garages, must be less than 50% of the total building footprint of the primary structure.			
	✓ The eave of the garage or accessory building shall not exceed the height of the eave line of the primary structure. The roof ridge shall be no higher than 27' or 2' below roof ridge of the primary structure which ever is lower.			
New Construction and Additions	✓ The materials, texture, details, and material color of a new building's public facades shall be visually compatible, by not contrasting greatly, with surrounding buildings. Vinyl and aluminum siding are not appropriate.			
Driveways ³	✓ One curb cut within the street frontage is permitted for a single driveway with the exception as noted for a circular driveway.			
	✓ A circular driveway is limited to a maximum of two curb cuts not to exceed 10' in width.			
	✓ Driveways on new builds should not be adjacent to each other or an existing driveway.			
	✓ Driveways must be setback a minimum of 2' from side property line.			
	✓ Driveway widths: 8' minimum and 12' maximum.			
	✓ Driveways will be of a hard surface dustless material.			
Build-to Line	✓ The minimum build-to line shall be the average of the street setback of the two developed lots abutting each side of the lot. When one or more of the abutting lots is vacant, the next developed two lots on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation.			
	✓ When the subject lot is on a corner, the build-to line should be calculated and met for each street frontage.			
	✓ Front facade can be built up to 5' to the rear of the build-to line.			
	✓ Balconies, porches, stoops and other architectural protrusions can be built to the build-to line and cannot exceed 60% of the primary structure's façade width.			
	✓ Steps may encroach beyond the build-to line up to 5'.			
Corner Lot Frontages	✓ Corner lots shall incorporate continuity of design in architectural details and materials that address both streets and construction design to avoid long, monotonous, uninterrupted walls or roof planes facing side street.			

Footnotes:

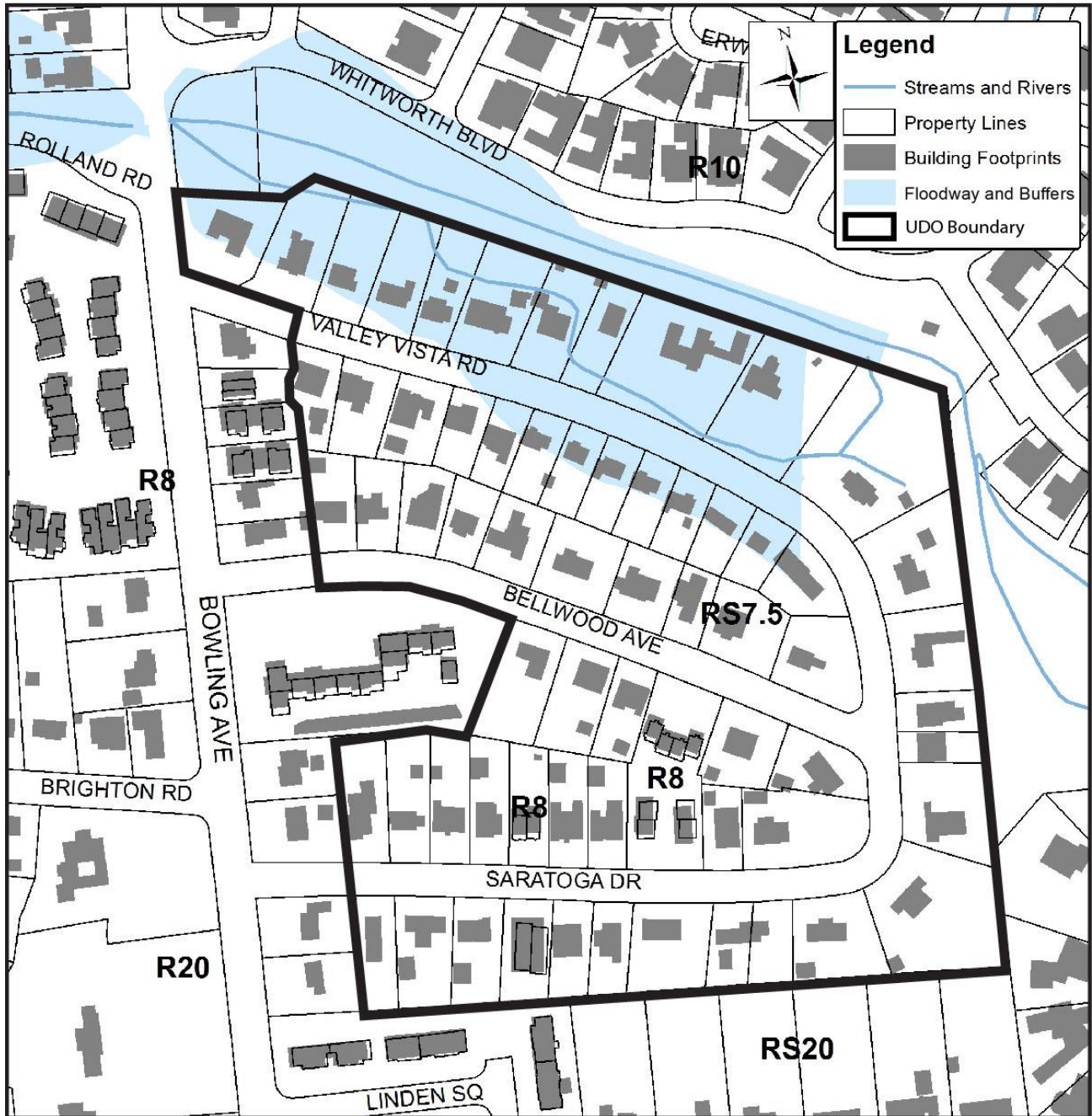
- Existing houses exceeding the maximum building height specified in the Bulk Standards may use their existing height as the maximum building height for future expansions or construction.
- Grade level is defined as the average elevation as measured at the build-to line.
- Driveway widths through Metro Right of Way shall be in accordance with Metro Codes.
- Build-to Line width shall be measured from side property line to side property line.

DEVELOPMENT STANDARDS (cont.)

Primary Structure Height



DEVELOPMENT STANDARDS (cont.)



UDO Boundary: These lots make up the Bellwood UDO. ***Please check with Metro Stormwater and FEMA for current floodway information.*

