

Global Mall Area Preliminary SP
Updated Draft 6/4/24

Purpose

The purpose of this Specific Plan (SP) is to provide a regulatory framework for land uses, transportation network, site layout, building design, architectural design, and other site elements in the Global Mall Area.

Geographic Scope

The Global Mall Area SP includes 57.22 acres across eight parcels, each of which is currently owned by Metro Government. The following parcels lie within the SP area:

Parcel ID	Acreage
16300042100	3.62
16300042200	12.3
16300025600	0.62
16300022800	16.01
16300035300	1.2
16300035200	3.16
16300022100	17.69
16300042300	2.62



Subdistricts

The Global Mall Area SP consists of three subdistricts, each of which has specific recommended standards. These districts are delineated on page A-5 of the attached *Urban Design Guidelines*. The three subdistricts are:

- Subdistrict A: Arts Village
- Subdistrict B: Innovation Village
- Subdistrict C: Opportunity Village

Applicability of Urban Design Guidelines

The Global Mall Area SP regulations shall consist of this document and the attached *Urban Design Guidelines*. These documents shall govern the redevelopment of the Global Mall Area SP. In cases where the *Urban Design Guidelines* suggest flexibility and where alternative development proposals advance the mission, vision, and goals of the Global Mall Area, Metro staff may exercise discretion in the application of the *Guidelines*.

Transportation Network

The *Urban Design Guidelines* include a framework for an urban street grid, which encompasses the Global Mall Area SP and the broader Global Mall study area. The street grid can be found on page A-2 of the attached *Urban Design Guidelines*. The Global Mall Area SP street grid includes two main streets, referred to as “Arts Way” and “Innovation Boulevard” in the *Urban Design Guidelines*. These streets serve as multimodal corridors through the Global Mall Area SP and intersect near the west side of the district. Multiple neighborhood streets provide access to spaces throughout the district.

The Global Mall Area SP supports multimodal transportation through the incorporation of a transit center, designated transit lanes, broad sidewalks and shared-use paths, and bicycle lanes. Cross-sections for public streets are found in Section C (pages A-2 through A-5) of the attached *Urban Design Guidelines*. Right-of-way dedication and/or construction of the appropriate cross-section(s) shall be required upon the subdivision and/or redevelopment of any property within the SP in accordance with the Metro Subdivision Regulations and Zoning Code. The extent of right-of-way dedication and construction for each project shall be determined by Metro Staff upon submittal of an application.

Land Uses

Land uses in the Global Mall Area shall be subject to the following restrictions and definitions. In all three subdistricts, all uses permitted in the MUG-A district shall be permitted, except the following uses shall be prohibited in the entirety of the SP:

- Alternative Financial Services
- Automobile convenience
- Automobile service
- Beer and cigarette market
- Car wash
- Short-term rental, owner and non-owner occupied
- Warehouse
- Construction/demolition landfill

Unless otherwise prohibited, where uses are indicated as PC (Permitted with Conditions) uses in the Zoning District Land Use Table of the Zoning Code, those uses shall be permitted but the noted conditions of Chapter 17.16 apply. Unless otherwise prohibited, where uses are indicated as SE (Special Exception) in the Zoning District Land Use Table of the Zoning Code, those uses shall be considered as Permitted Uses but the noted conditions of Chapter 17.16 apply. Unless otherwise prohibited, where uses are indicated as A (Accessory) uses in the Zoning District Land Use table of the Zoning Code, those uses shall be considered as Permitted Uses but the noted conditions of Chapter 17.16 apply.

Additionally, in all three subdistricts, the following uses shall be permitted beyond those described above:

- Community gardening (non-commercial)
- Bus station/landport (identified in the *Urban Design Guidelines* as *transit center*)
- Temporary festival

- Subdistrict A: Arts Village
 - All uses described under “Land Uses” in this document shall be permitted in the Arts Village subdistrict.

- Subdistrict B: Innovation Village
 - All uses described under “Land Uses” in this document shall be permitted in the Innovation Village subdistrict.

- Subdistrict C: Opportunity Village
 - The Opportunity Village subdistrict currently houses a satellite campus of Nashville State Community College (NSCC) and the campus of Knowledge Is Power Program (KIPP) Antioch College Prep Elementary School. These uses are anticipated to remain in their present locations and contribute to the vision of the broader Global Mall area as a mixed-use hub for the community. While the NSCC and KIPP sites themselves are not part of the Global Mall Area SP, the SP does include a 3.16-acre parcel located between the two campuses.
 - All uses described under “Land Uses” in this document shall be permitted in the 3.16-acre parcel in the Opportunity Village subdistrict.

Site Design

Recommendations related to connectivity (including pedestrian and bicycle connectivity), open space, and complete streets are found in Section E (pages A-10 through A-12) of the attached *Urban Design Guidelines*. At a minimum, all public streets within the boundaries of the SP shall be designed per public street standards as set forth in the *Metro Subdivision Regulations* and all applicable street standards and specifications as promulgated by the Metro Department of Transportation and Multimodal Infrastructure.

Building Design

Recommendations related to ground floor uses and design, building massing, parking, amenities, rooflines, architectural materials, and details (including façade projections, windows, and lighting), and attachments and encroachments are found in Section F (pages A-13 through A-16) of the attached *Urban Design Guidelines*. Additional form-related recommendations for each district and subdistrict are found in Section D (pages A-6 through A-9) of the *Urban Design Guidelines*.

Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, or materials substantially similar in form and function, unless otherwise approved in detailed building elevations included in the preliminary SP.

Building Height

Building height shall be limited to a maximum of seven stories. Any building fronting Arts Way shall incorporate a stepback with minimum depth of 15 feet above the third story.

Height of up to ten stories may be permitted in the following locations:

- at the southeast end of Arts Way adjacent to the perimeter street in the Arts Village subdistrict;
- throughout the Innovation Village subdistrict.

Factors warranting height above seven stories in these locations include: visual and physical impact on public spaces, vertical mix of uses, and building design.

Density

The fallback MUG-A zoning does not prescribe a maximum residential density. Rather, residential development is limited by a maximum floor area ratio (FAR) of 3.0, a maximum impervious surface ratio (ISR) of 0.90, and minimum parking requirements. In the Global Mall Area SP, for buildings with ground

floor, non-residential active uses along at least 50% of each street facing facade, residential development shall be exempt from the maximum FAR. Lobby space and amenity space shall not count as non-residential active uses. All other residential buildings not meeting the ground floor active use requirement shall be held to the 3.0 maximum FAR. All residential development shall be subject to the ISR and minimum parking requirements for the MUG-A zoning district. Shared parking—based on a documented shared parking arrangement—may be permitted in accordance with the Zoning Code.

Additional Standards

Landscaping and tree density requirements shall be provided per the Metro Zoning Code. A complete landscape plan shall be required with each final SP submittal.

Parking shall be required per the Metro Zoning Code. Deferred and shared parking arrangements may be permitted in accordance with the Zoning Code.

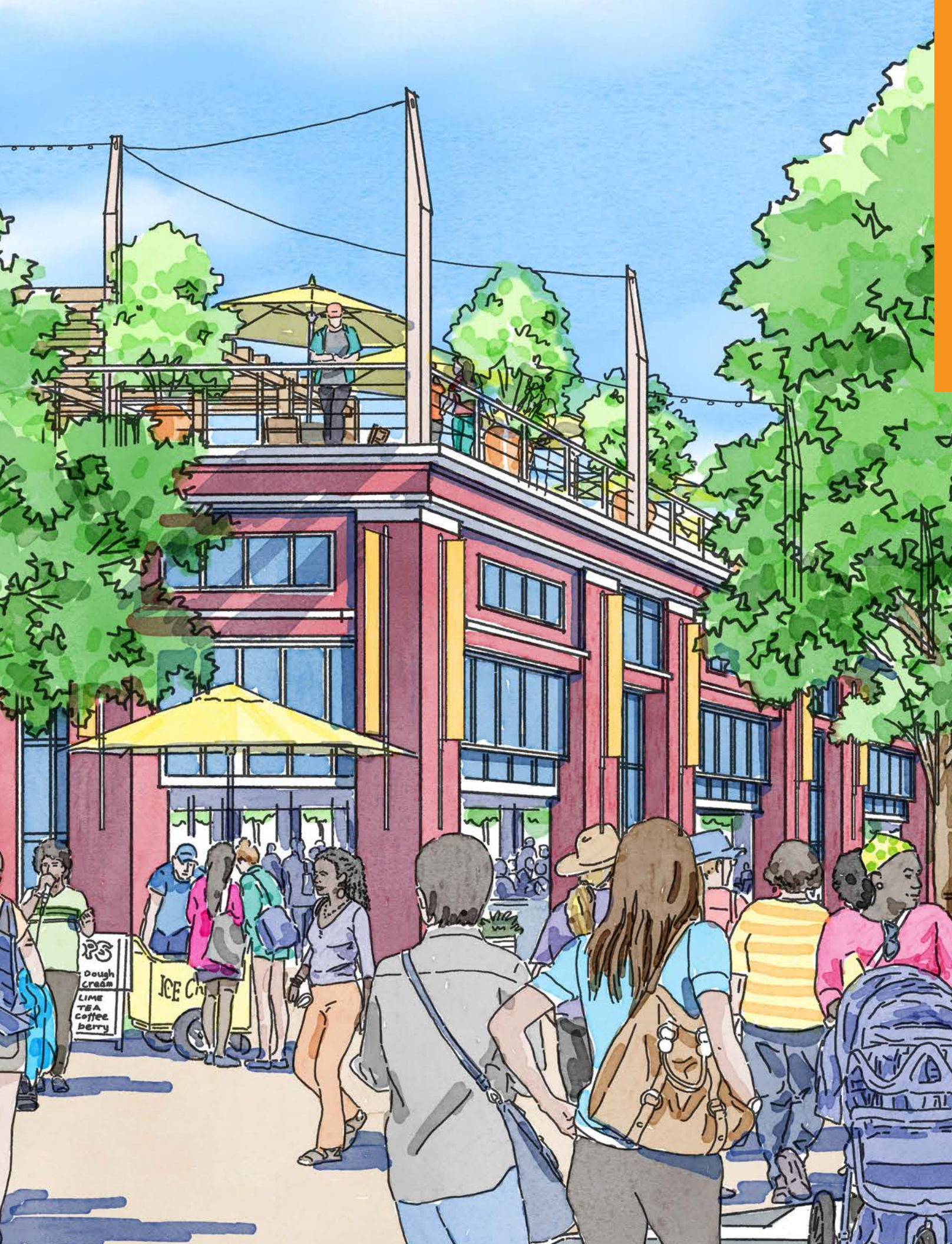
All development within the boundaries of this SP shall meet the requirements of the Americans with Disabilities Act and the Fair Housing Act.

The final site plan / building permit set shall depict any required public sidewalk, any required grass strip or frontage zone, and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

In case of a conflict between the Zoning Code and the standards set forth in this SP document and/or the attached *Urban Design Guidelines*, this SP document and the *Urban Design Guidelines* shall govern.

Fallback Zoning

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 MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.



APPENDIX A

URBAN DESIGN GUIDELINES

The starting point for urban design in the study area is the pedestrian experience and an improved public realm. Strong architecture and engaging public spaces should enhance the quality of the pedestrian environment and surrounding area.

- A **Mission, Vision, and Goals**
- B **Urban Design Framework**
- C **Street Types and Street Sections**
- D **Character Areas and Subdistricts**
- E **Site Design Guidelines**
- F **Building Design Guidelines**

DRAFT - JUNE 2024

A—MISSION, VISION, GOALS, AND PROGRAM

MISSION

Reinvent the mall site and surrounding study area to meet the economic, social, cultural, and environmental needs and aspirations of 21st century Antioch, Nashville, and the region.

VISION

Transform the mall site and study area into a lively mixed-use, walkable center and regional destination that enriches quality of life, expands economic and life-path opportunities, and celebrates diversity and shared community for Antioch, Nashville, and the greater region.

GOALS

- ▶ **Land use.** Prioritize uses that promote quality of life, economic opportunity, equity, and environmental responsibility.
- ▶ **Urban design.** Create an interplay of uses and public realm that fosters a sense of shared community.
- ▶ **Mobility.** Expand access to, and across, the study area for people of all abilities.
- ▶ **Environment.** Implement sustainability initiatives that reclaim impervious surfaces, restore natural areas, and rely on green infrastructure.
- ▶ **Culture.** Expand Nashville's commitments to the full spectrum of the arts and artists, seizing the opportunity for Antioch to serve as a central hub for Nashville's creative community.
- ▶ **Education/Workforce.** Create "cradle to career" programs to bring people into the workforce and empower them to build their skills and achieve their entrepreneurial aspirations.



Fig. A-1. Transformation of the Global Mall site will include a range of uses and amenities to create a mixed-use, walkable center.

B—URBAN DESIGN FRAMEWORK: CHARACTER AREAS

Achieving a safe, comfortable, and dynamic public realm in the Global Mall area depends on the successful application of a clear set of urban design guidelines. The guidelines cover four character areas and a series of signature public spaces and streets that together form the public realm.

The site and building guidelines outline policies for the future development of the study area, with additional detail provided for the Arts and Innovation District. The guidelines use place-based planning to guide redevelopment. Each of the four character areas encourages development that fits a cohesive land use pattern, intensity, and form.



Fig. A-2. The Global Mall site and surrounding study area will develop in one of four character areas, including the Arts and Innovation District seen here.

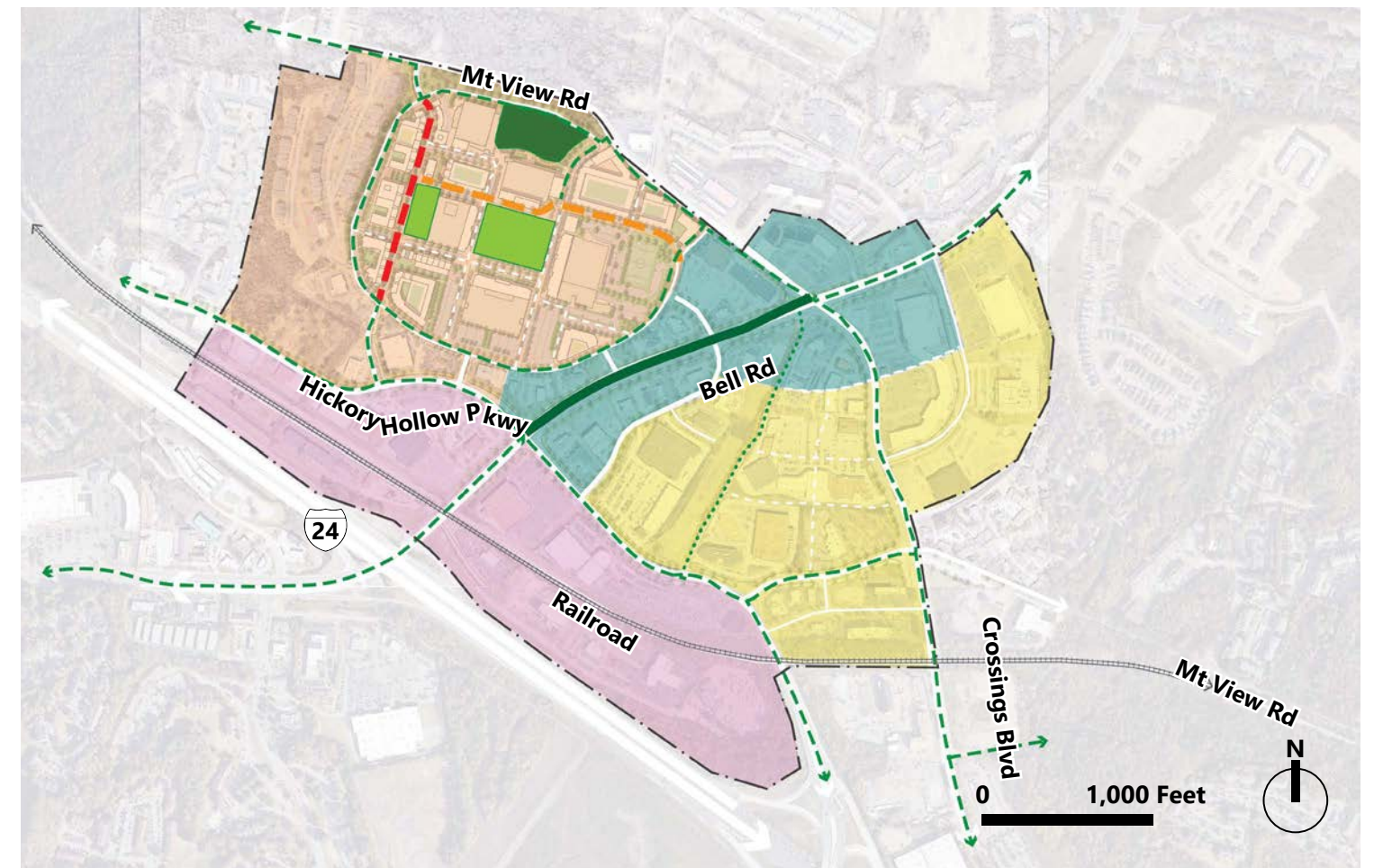


Fig. A-3. The Urban Design Framework includes four character areas, signature public spaces, and new streets.

- | | | |
|---|--|---|
| Orange square: Arts and Innovation District | Green square: Proposed Park | Green line: Existing Multi-Purpose Trail |
| Yellow square: Antioch Mixed-Use Area | Dark green square: Existing Park | Dashed green line: Proposed Sidepath |
| Teal square: Bell Road Area | Orange dashed line: Innovation Boulevard | Dotted green line: Proposed Pedestrian Connection |
| Pink square: Industrial/Flex Area | Red dotted line: Arts Way | |

C—STREET TYPES

The street types plan below builds on the urban design framework illustrated on the prior page. The plan includes three typical street types:

- ▶ Arterial Boulevards
- ▶ Main Streets
- ▶ Neighborhood Streets

Each of the street types is further described in the Street Sections, including dimensions, street elements, and an illustrative cross section. As development occurs, the street plan calls out four streets — referred to as “Signature Streets” — for specific attention and emphasis during design.

Additionally, the street types plan identifies the need to improve entryways or access drives to the mall site, adding sidewalks and street trees to enhance the connection with offsite streets. Finally, the streets plan highlights Mt. View Road between Bell Road and Rural Hill Road as a transit priority street that will support higher capacity transit service to the Global Mall site. Detailed design of the transit priority street and neighborhood street accessing the future transit center will be led by WeGo and NDOT.

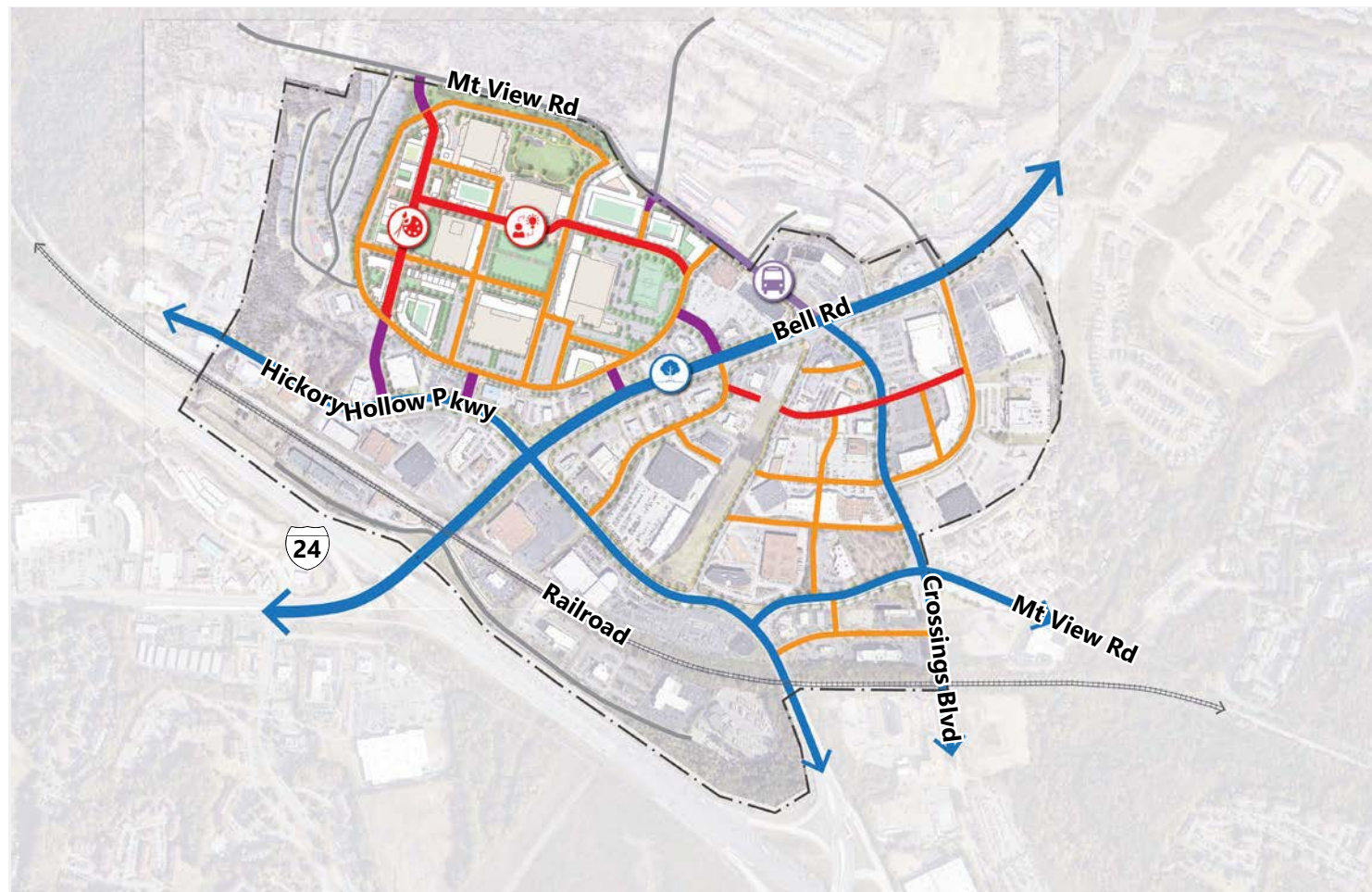


Fig. A-4. Street Types Plan

Typical Street Types

- | | |
|--|--|
| █ Arterial Boulevards | █ Entryways |
| █ Main Streets | █ Transit Priority |
| █ Neighborhood Streets | █ Local Street |

Signature Streets

- | | |
|--|--|
| ⓘ Bell Road | ⓘ Arts Way |
| ⓘ Innovation Blvd | ⓘ Hickory Hollow Parkway |

C—STREET SECTIONS

Building on the street network map in the Master Plan and the street types shown here, street sections provide the elements, dimensions, and layout that will guide future improvements in the study area. New streets will balance multiple modes of mobility and establish the framework for connecting internally throughout the District, as well as destinations in the study area and beyond.

The following street sections are coded to the street type map and comprised of five typical categories including Main Streets, neighborhood streets, the transit priority street, entryways, and arterial boulevards. Any future modifications to these street sections should take into account the primary importance of accommodating pedestrians throughout the study area and particularly in the District.

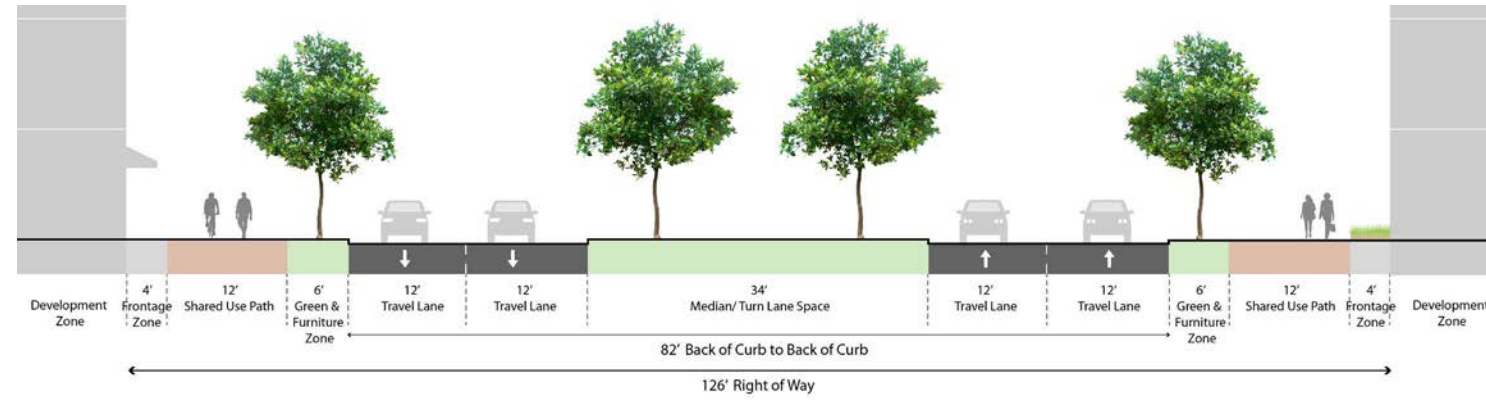


Fig. A-5. Streets will serve as the primary means of connecting all forms of mobility both internally and externally. Street design should focus on the pedestrian experience first.

ARTERIAL BOULEVARDS

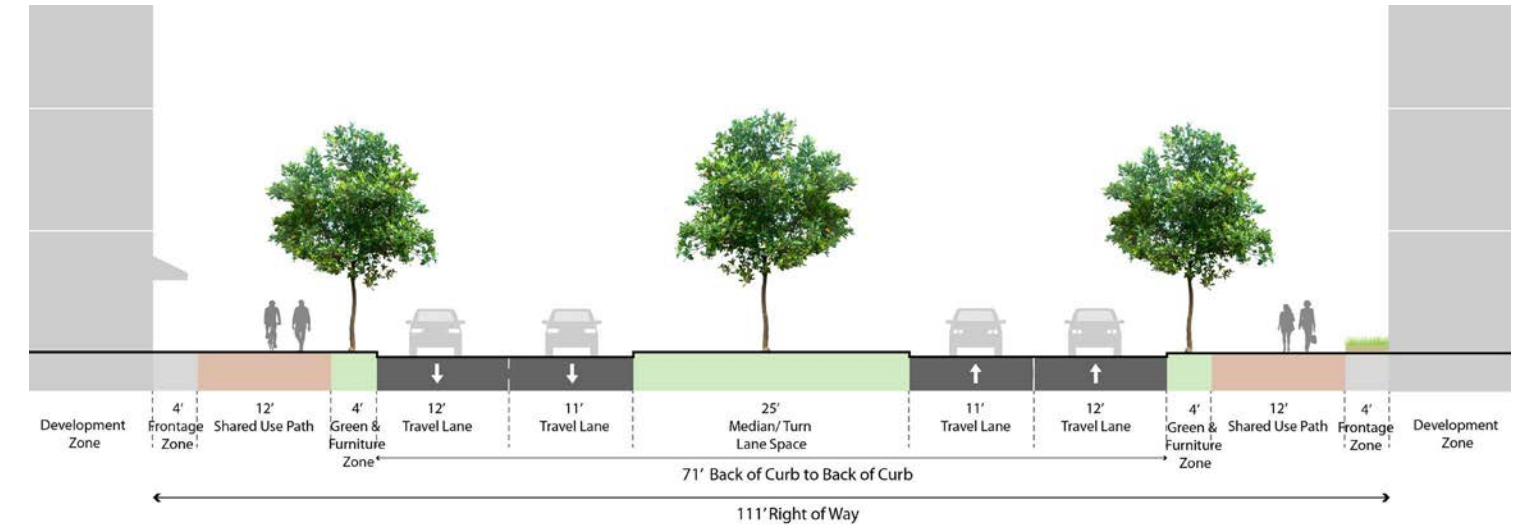
BELL ROAD

Existing right-of-way: 126' / Proposed right-of-way: 126'



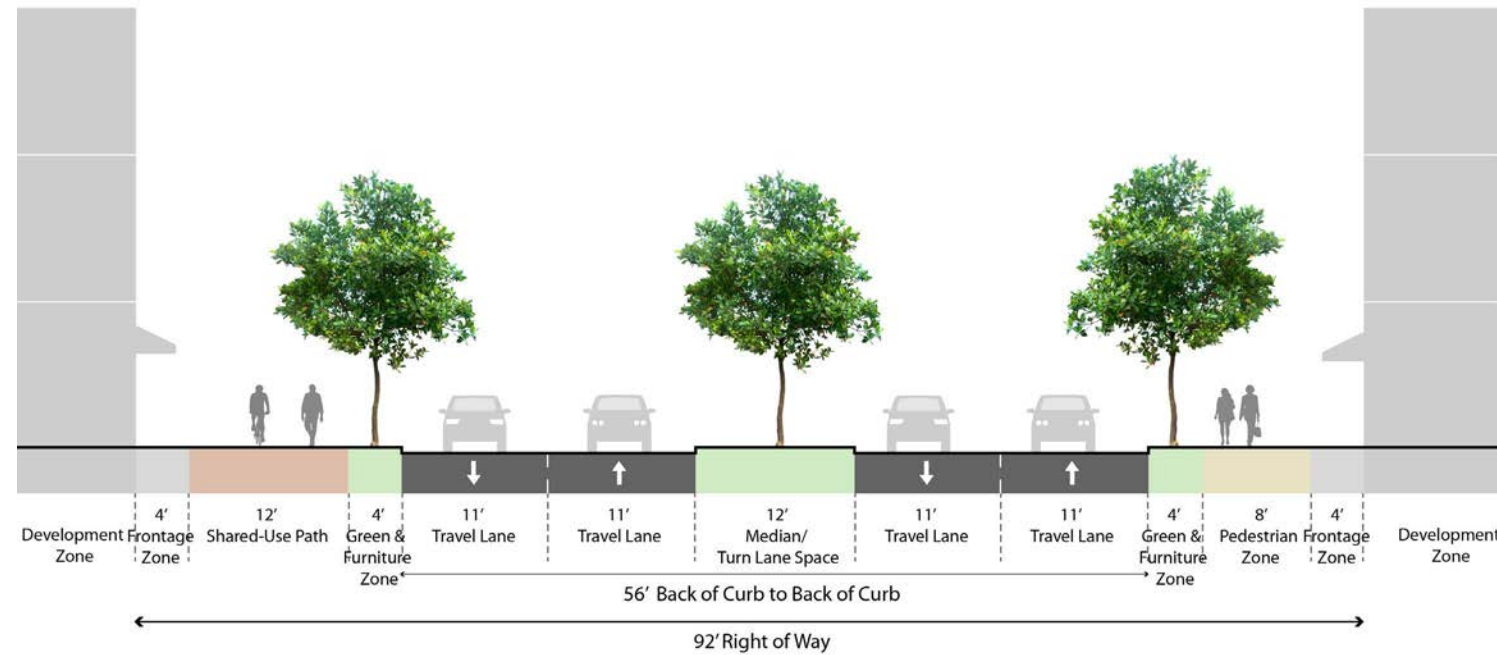
HICKORY HOLLOW PARKWAY

Existing right-of-way: 111' / Proposed right-of-way: 111'



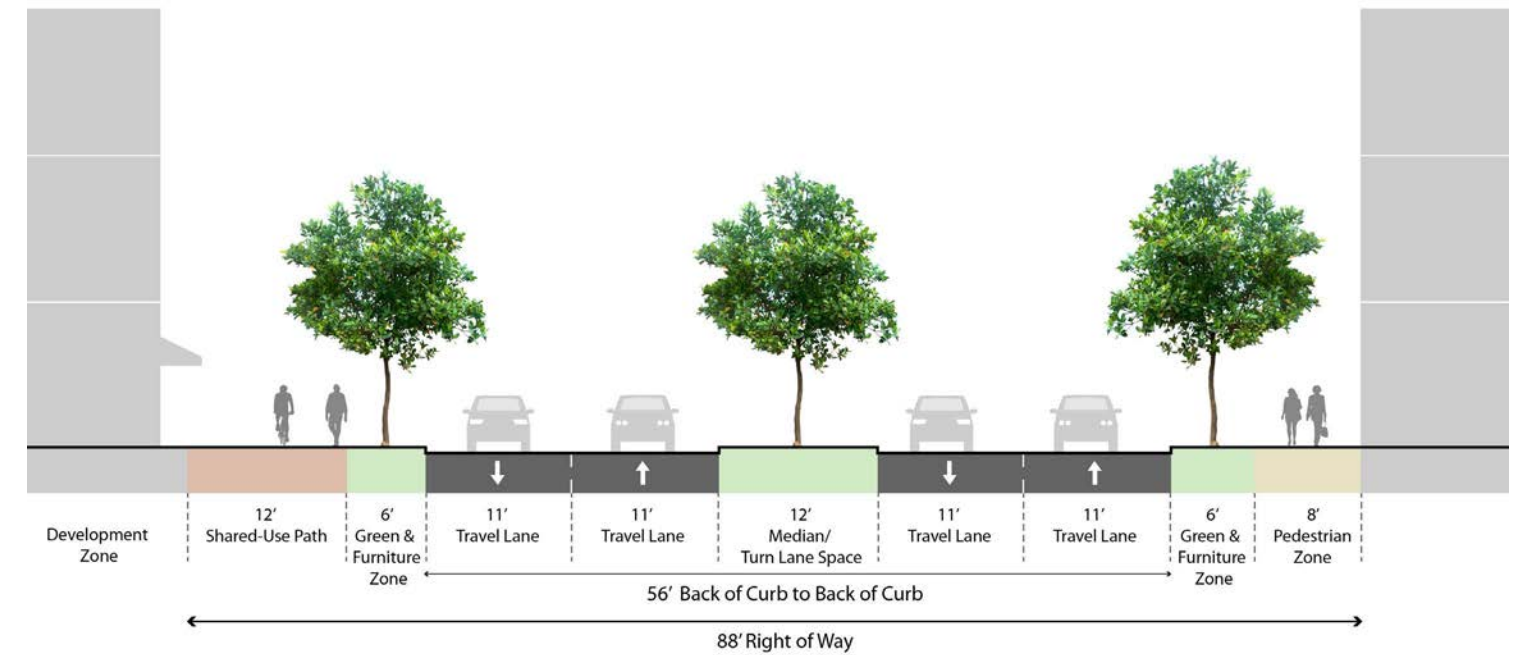
MT. VIEW RD (SOUTH OF BELL ROAD)

Existing right-of-way: 92' / Proposed right-of-way: 92'



CROSSINGS BOULEVARD (HICKORY HOLLOW PARKWAY TO MT. VIEW ROAD)

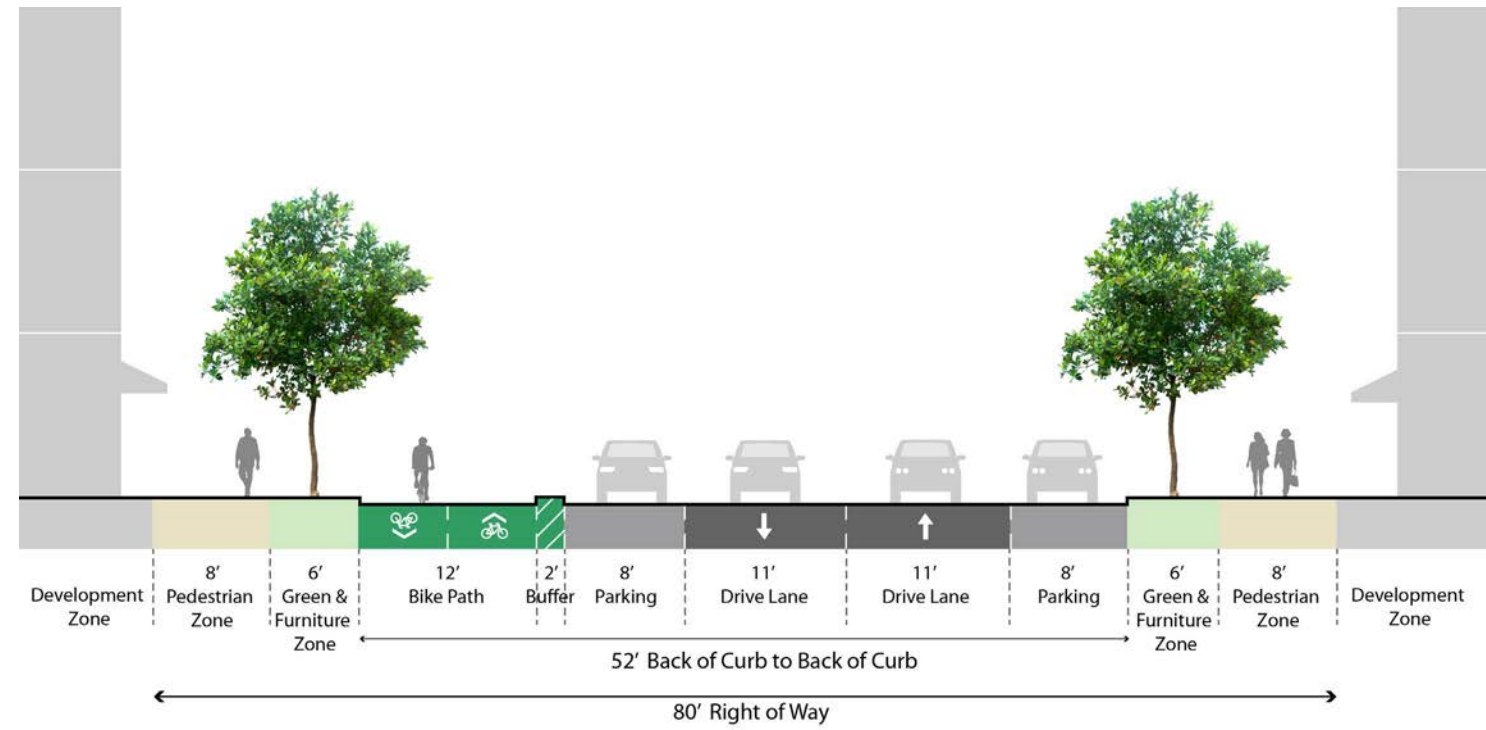
Existing right-of-way: 88' / Proposed right-of-way: 88'



MAIN STREETS

ARTS WAY, INNOVATION BOULEVARD

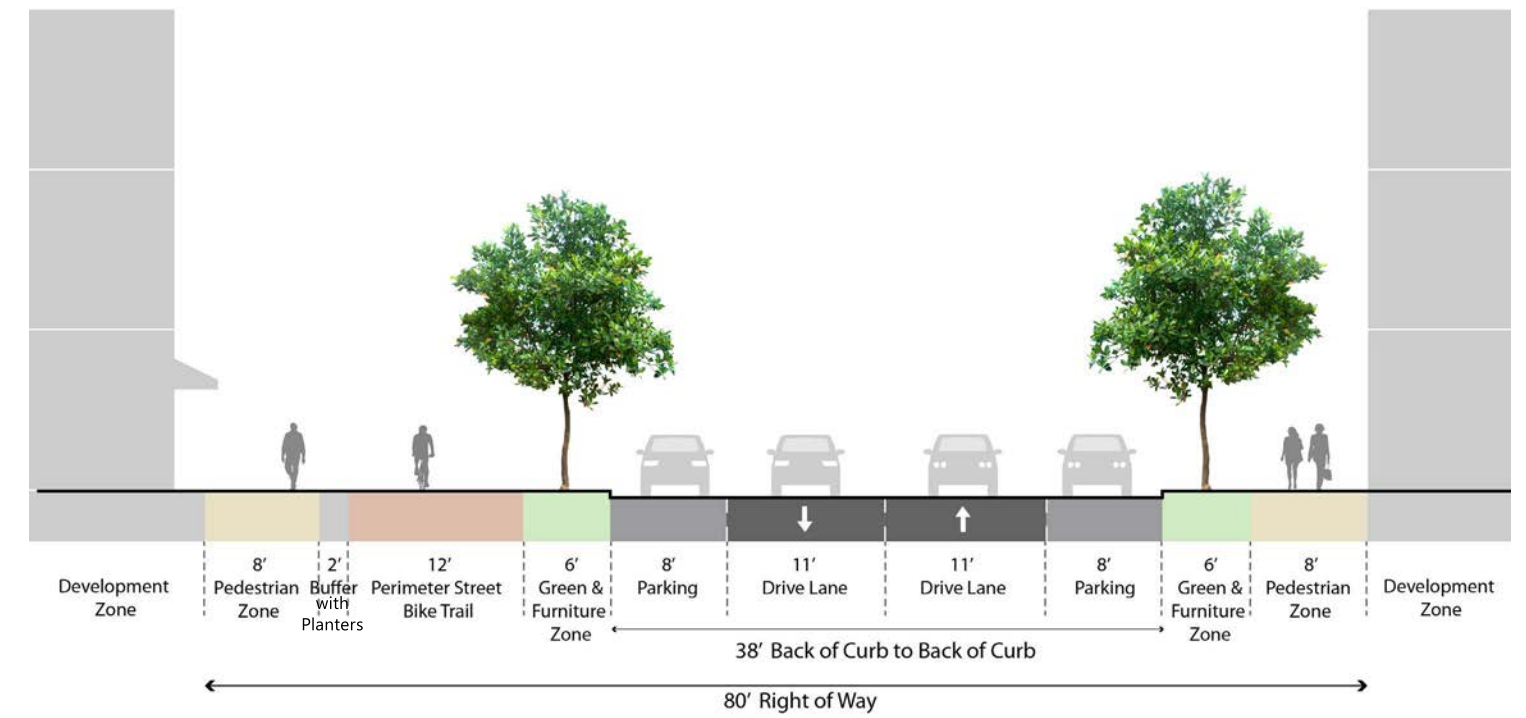
New street / Proposed right-of-way: 80'



NEIGHBORHOOD STREETS

PERIMETER STREET

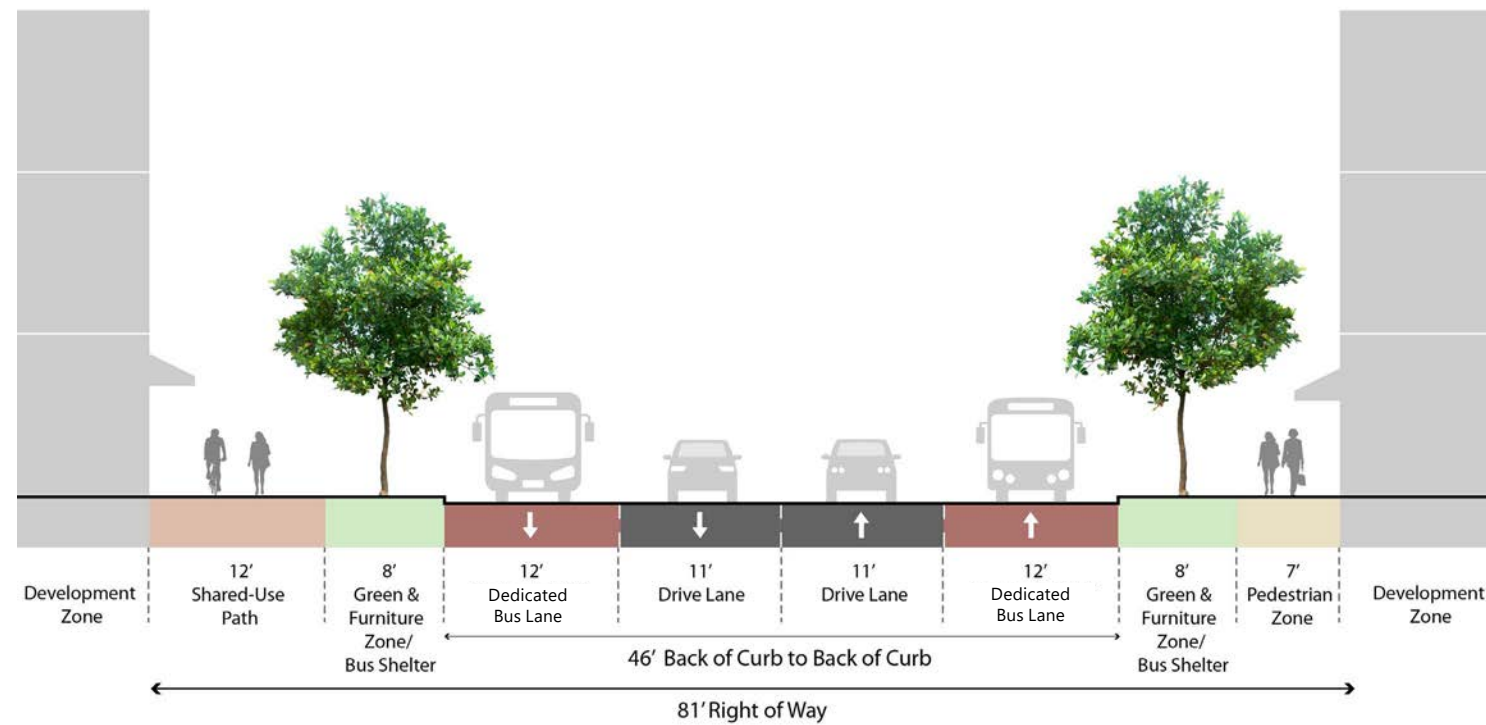
Existing pavement width: 50' / Proposed right-of-way: 80'



TRANSIT PRIORITY STREET

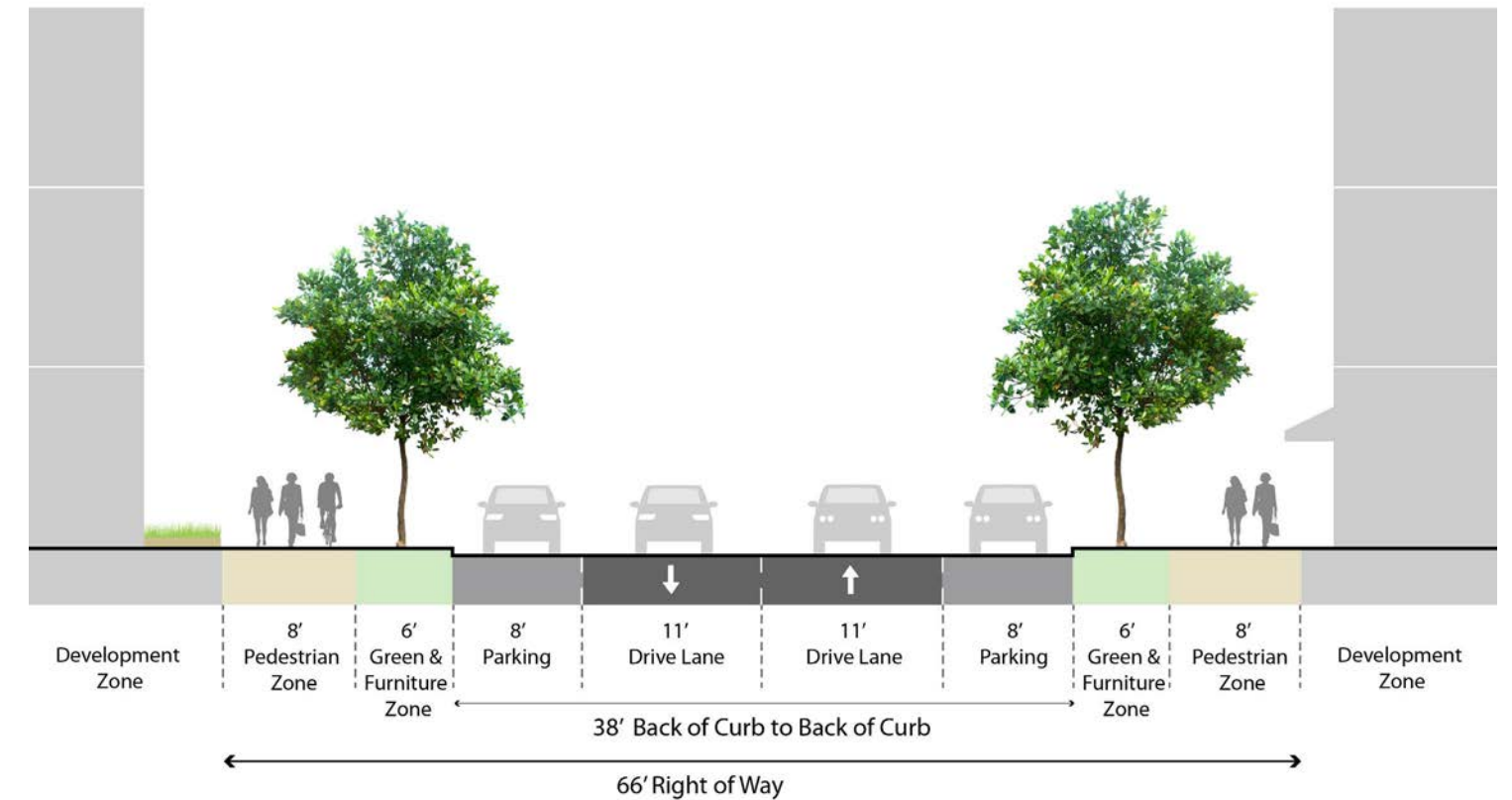
MT VIEW ROAD (BELL ROAD TO RURAL HILL ROAD)

Existing right-of-way: 61' / Proposed right-of-way: 81'



TYPICAL STREET CONDITION

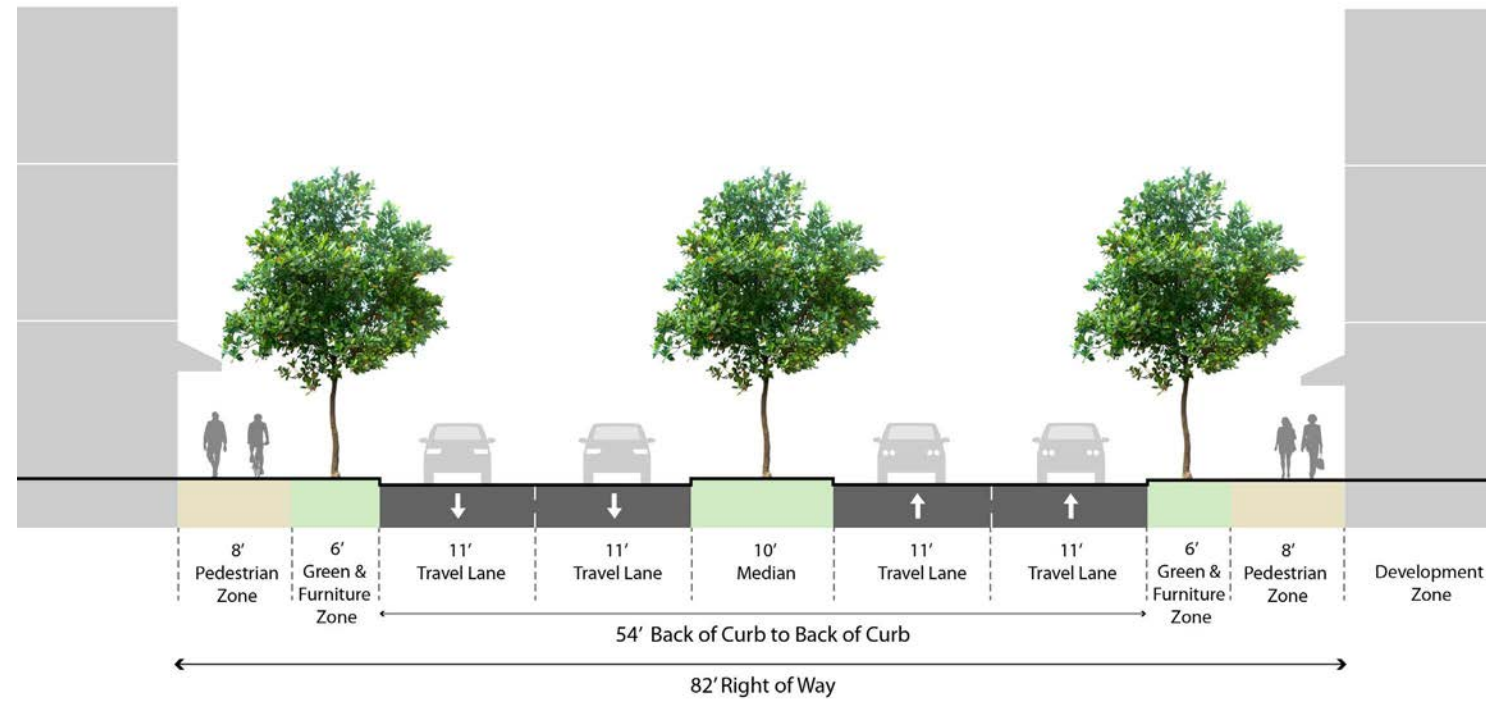
Existing right-of-way or New Street: 66' / Proposed right-of-way: 66'



ENTRYWAYS

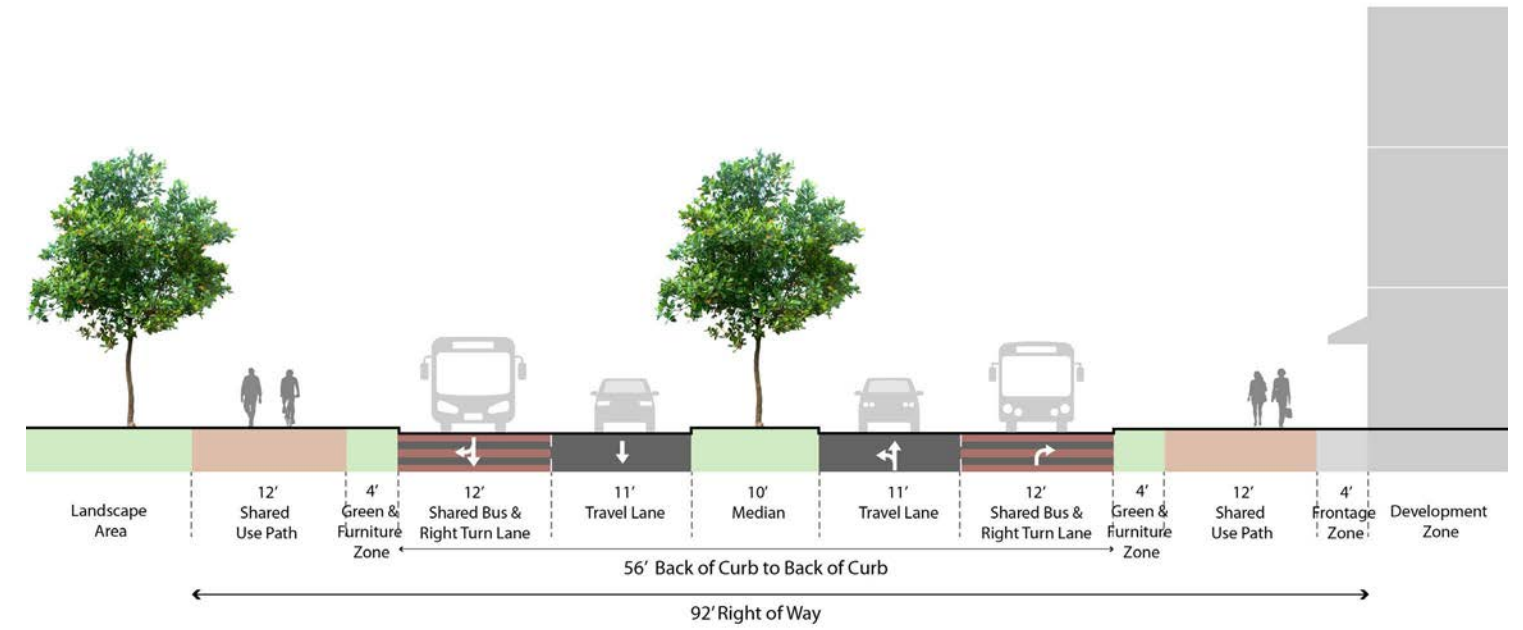
TYPICAL STREET CONDITIONS

Existing right-of-way: 82' / Proposed right-of-way: 82'



MT. VIEW ROAD TO PERIMETER STREET

Existing right-of-way: 66' / Proposed right-of-way: 92'



D—CHARACTER AREAS

D.1—Arts and Innovation District

The Arts and Innovation District is an amenity-rich community service and regional destination.

RECOMMENDED USES

In addition to the existing Library, Community Center, Community College, KIPP, and Ford Ice Center, other uses should include:

- A. Retail and restaurant
- B. Hotel
- C. Cultural centers (museums, art galleries, and libraries)
- D. Theater
- E. Educational facilities
- F. Day care center
- G. General office
- H. Medical office and outpatient clinic
- I. Multi-family housing (e.g., artist, senior, and additional mixed-income and mixed ownership/rental)
- J. Bus station / park and ride

RECOMMENDED FORM

- K. Compact, walkable. The public realm should be pedestrian-friendly with wide sidewalks, street trees, and active street frontages, particularly along Arts Way and Innovation Boulevard.
- L. Mid-rise (4-7 stories). Additional building height up to ten stories may be considered at entrances or gateways adjacent to Hickory Hollow Parkway and in some or all of the subdistricts (Section D.1a.M. and D.1b.J.). The allowance for increased height should factor the visual and physical impact on public spaces, vertical mix of uses, and design of buildings.
- M. Optimal block lengths should be less than 400', with no block length greater than 500'. Midblock crossings are encouraged for all blocks that exceed 400' in length.

- N. The Perimeter Street serves as the basis for the local multi-purpose trail network, which will ultimately tie into the broader regional network. Development should include adequate on-site improvements that connect to the public realm network, such as on-site walkways or amenities (i.e., bicycle parking, water fountain) for bicyclists and pedestrians.
- O. The development of smaller public open spaces, such as pocket parks, plazas, community gardens, and other outdoor amenities, less than 5,000 square feet, are encouraged. These spaces should connect to the overall public realm network and provide variety for pedestrians throughout the district.
- P. Landscaping within street rights-of-way and open spaces (public and private) either in-ground or in planters, should prioritize low-maintenance, native trees and vegetation, and include permeable surfaces that enhance aesthetics and promote stormwater infiltration. Biodiversity in plant species selection is encouraged.

SHARED PARKING

- Q. Parking should be a district-wide resource with shared above grade parking facilities, a single level of below grade parking in select buildings, and on-street parking.
- R. Shared parking strategies and agreements should be utilized to maximize parking areas.
- S. Locate parking structure entrances away from Arts Way and Innovation Boulevard to prioritize pedestrian safety and preserve street frontage for active uses.
- T. Integrate active ground-floor uses and/or community amenities along the perimeter of parking structures to activate the street frontage and enhance the pedestrian experience.
- U. Create safe and accessible pedestrian pathways leading to parking structure entrances and incorporate wayfinding signage and lighting to enhance visibility.

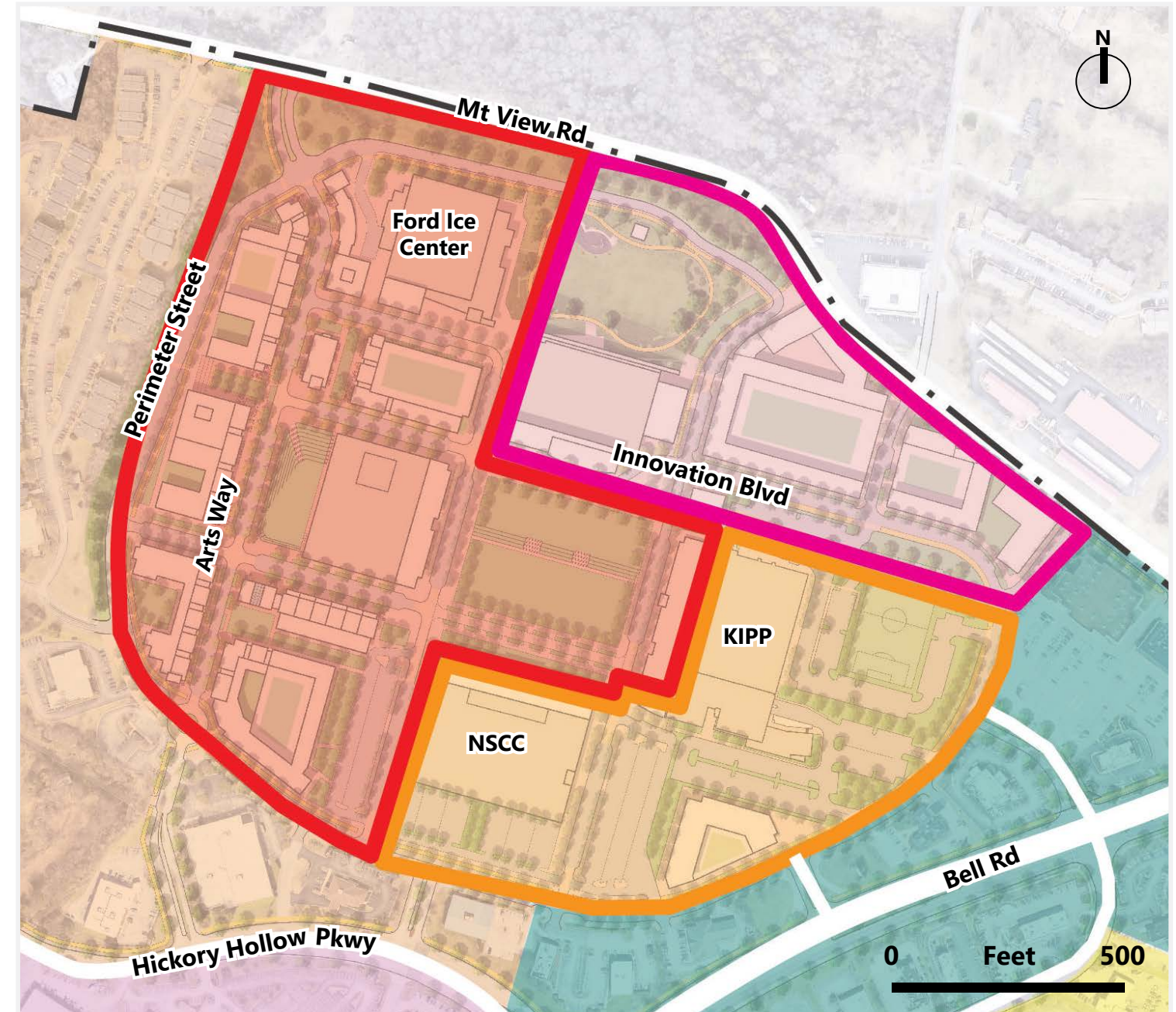


Fig. A-6. Arts and Innovation District Subdistricts

- Arts Village
- Innovation Village
- Opportunity Village

D.1a—Arts Village Subdistrict

RECOMMENDED CHARACTER

- A. Colorful and creative architecture.
- B. Public art, including murals and sculpture.
- C. Outdoor performing arts locations.

RECOMMENDED USES

- D. Retail and restaurant
- E. Hotel
- F. Cultural centers (museums, art galleries, and libraries)
- G. Theater
- H. Educational facilities
- I. Day care center
- J. General office
- K. Medical office and outpatient clinic
- L. Multi-family housing (e.g., artist, senior, and additional mixed-income and mixed ownership/rental)

RECOMMENDED FORM

- M. Mid-rise (4 to 7 stories). Additional building height beyond seven stories may be considered on the southeast end of Arts Way adjacent to the Perimeter Street. The allowance for increased height should factor the visual and physical impact on public spaces, vertical mix of uses, and design of buildings.
- N. Buildings along Arts Way should include a setback at the second or third floor.
- O. Commercial store frontages along Arts Way provide a high level of transparency and provide views into and out of businesses to further enliven the District.
- P. Colorful signage and outdoor displays are encouraged to further animate the arts and local culture. See Section E.6.U. for recommended building attachments and encroachments.
- Q. The existing anchor buildings should add liner buildings facing the Central Green to allow for additional development and street level activity. Techniques to activate the ground floor of the anchor facade adjacent to Innovation Boulevard should be implemented and include building

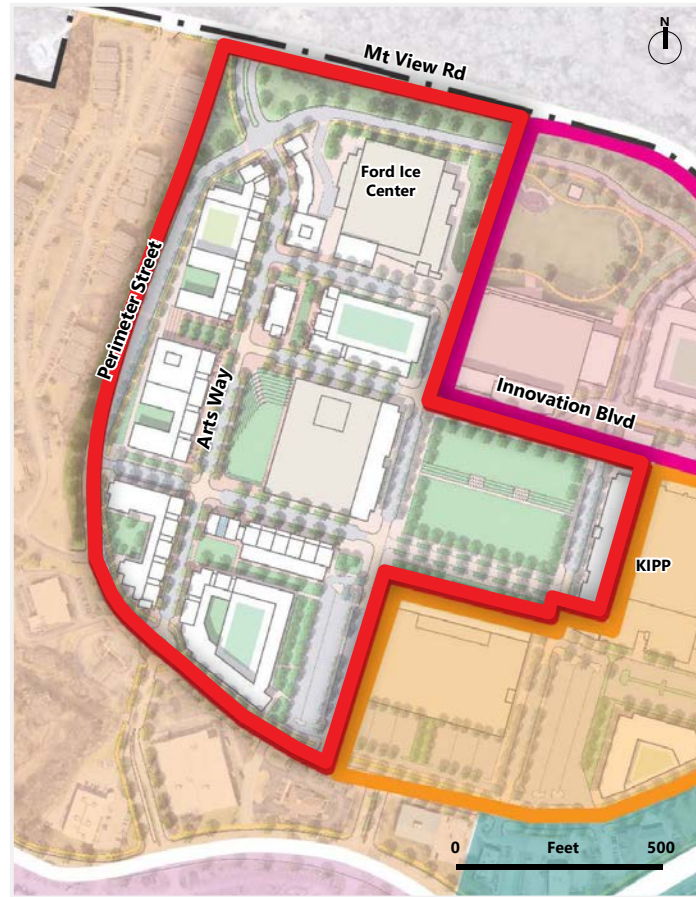


Fig. A-7. Arts Village Subdistrict

modifications that will allow for commercial activity along the boulevard.

- R. Smaller open spaces, including courtyards, plazas, and garage rooftops, should support passive or recreational activity for residents and visitors.

ARTS WAY

- S. All arts related uses — e.g, housing, galleries, support organizations, maker spaces — should have a visible presence along “the street”.

ARTS SQUARE

- T. All arts related uses — passive and programmed activities, big screen television, performance space, green space, should have a visible presence along Arts Way and Innovation Boulevard.

CENTRAL GREEN

- U. All community related uses — open space, passive and programmed activities, large community gatherings — should have a visible presence along Innovation Boulevard.

D.1b—Innovation Village Subdistrict

RECOMMENDED CHARACTER

- A. Contemporary building style.
- B. Interactive public realm enlivened by public art.

RECOMMENDED USES

- C. Retail and restaurant
- D. Educational facilities
- E. Day care center
- F. General office
- G. Medical office and outpatient clinic
- H. Multi-family housing (e.g., artist, senior, and additional mixed-income and mixed ownership/rental)
- I. Bus station / park and ride

RECOMMENDED FORM

- J. Mid-rise (4 to 7 stories). Additional building height beyond seven stories may be considered in the Innovation Village Subdistrict. The allowance for increased height should factor the visual and physical impact on public spaces, vertical mix of uses, and design of buildings.
- K. New development adjacent to the community center (liner facade) should integrate with and provide an active frontage along Innovation Boulevard that emphasizes the library and community center’s role in the District.
- L. Future development near Bell Road may serve as a gateway to the District. The architecture of any gateway buildings should be representative of innovation and the subdistrict as a whole.
- M. Garage rooftops should support recreational activity, such as basketball, tennis, and pickleball courts.

INNOVATION BOULEVARD

- N. Most buildings should have a presence along Innovation Boulevard. A diverse mix of active and vibrant uses will help establish the identity of the District.

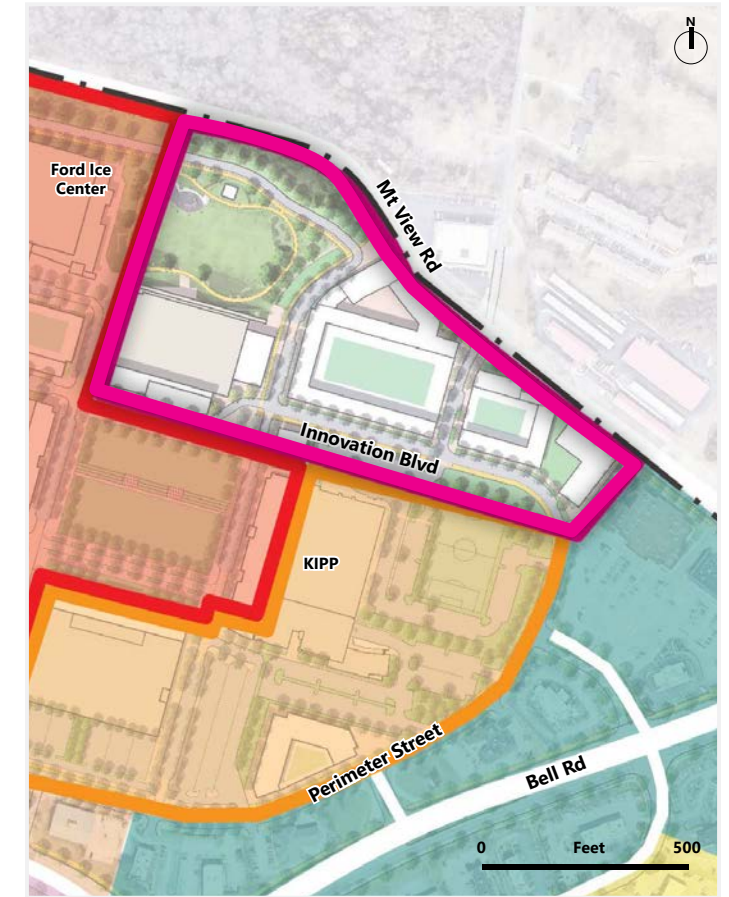


Fig. A-8. Innovation Village Subdistrict

D.1c—OPPORTUNITY VILLAGE

The master plan and urban design guidelines provide high level guidance for how future development on these properties should contribute to the placemaking goals of the District.

RECOMMENDED CHARACTER

- A. Inviting and inspirational architecture.
- B. Public realm that connects indoor and outdoor spaces on Innovation Boulevard and the Central Green — including street trees, public art, and open space.

RECOMMENDED USES

- C. Retail and restaurant
- D. Hotel
- E. Educational facilities
- F. Day care center
- G. General office
- H. Medical office and outpatient clinic
- I. Multi-family housing (e.g., artist, senior, and additional mixed-income and mixed ownership/rental)

RECOMMENDED FORM

- J. Mid-rise (4 to 7 stories).
- K. New development adjacent to existing anchor buildings (liner facades) should provide active, mixed-use frontages adjacent to the Central Green and Innovation Boulevard.
- L. Large facades not lined by mixed-use development should be enlivened by windows, murals, access points, and other pedestrian-oriented facade enhancements.

OUTDOOR PUBLIC SPACES

- N. Outdoor public spaces — parks, plazas, squares, streets — should be delineated with rows of trees, shrubs, and other vertical elements that create a sense of enclosure, provide shade, and mitigate the heat island effect.
- O. Property owners are encouraged to integrate outdoor public spaces that further contribute to the overall District's Open Space Framework.

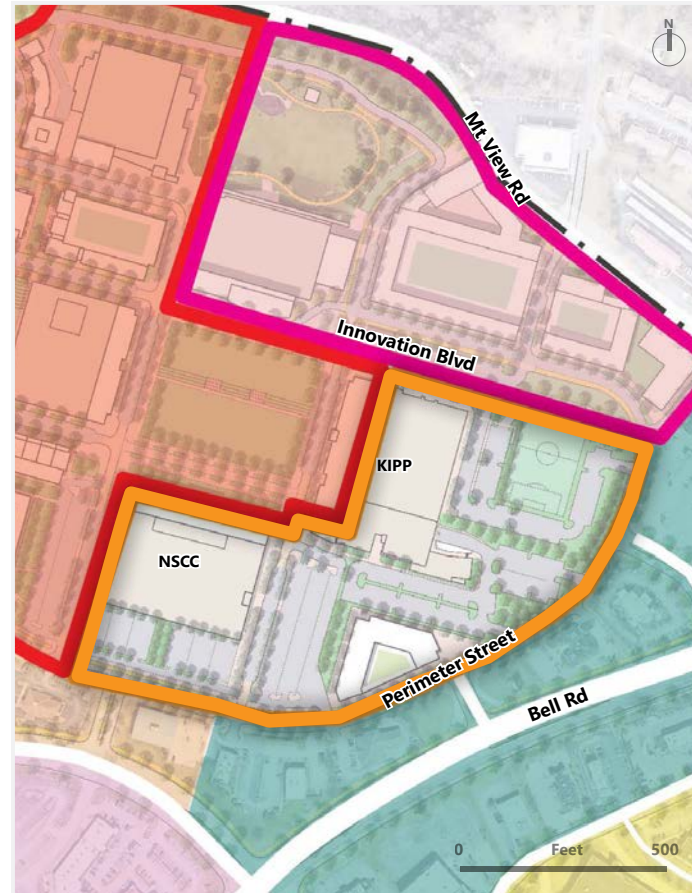


Fig. A-9. Opportunity Village

INNOVATION BOULEVARD

- P. Uses adjacent to Innovation Boulevard should provide an active presence on the street that extends the placemaking qualities of the boulevard and creates a visual and physical connection to the District.

PARKING

- Q. Surface parking will support existing uses in the interim. Structured parking should be considered as redevelopment occurs.
- R. Future surface parking and/or driveways improvements should integrate with the mobility Street Network and applicable Street Typologies.

D.2—Antioch Mixed-Use

The Antioch Mixed-Use Character Area should include residential uses with supportive commercial. The area has a large number of private land owners that will require additional coordination to establish a detailed redevelopment framework.

RECOMMENDED USES

- A. Retail and restaurant
- B. Hotel
- C. Educational facilities
- D. Day care center
- E. General office
- F. Medical office and outpatient clinic
- G. Multi-family housing (e.g., mixed-income and mixed ownership/rental)
- H. Artisan manufacturing and other low impact, light industrial and distribution/wholesale uses

RECOMMENDED FORM

- I. Compact, walkable. Pedestrian-friendly public realm with wide sidewalks, street trees, and active street frontages. Active commercial activities should be clustered to create a critical mass of retail uses that are pedestrian-oriented and have a balance of transportation modes (walking, bicycling, auto/truck, transit).
- J. Mid-rise (4 to 7 stories).
- K. Optimal block lengths should be less than 600'. Midblock crossings are encouraged for all blocks that exceed 500' in length.
- L. The planned open space network for the character area includes a multi-purpose trail through the north-south utility easement, paralleling Mt. View Road. Development adjacent to the proposed trail should include adequate on-site improvements, such as on-site walkways or amenities (e.g., bicycle parking, water fountain) for bicyclists and pedestrians.

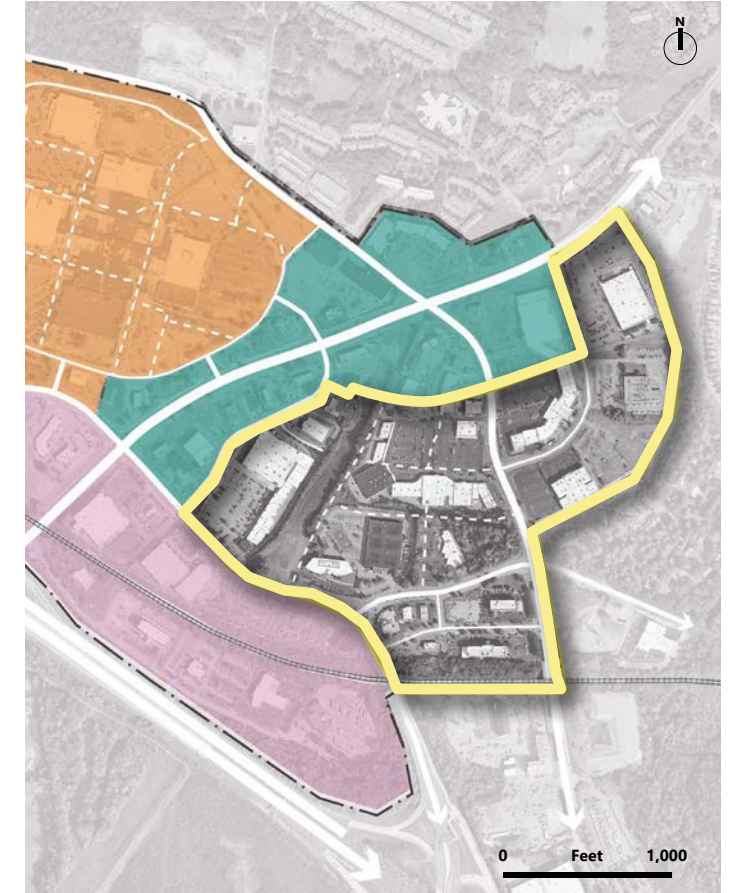


Fig. A-10. Antioch Mixed-Use Character Area

PARKING

- M. Parking should be an area-wide resource with shared above grade parking facilities, a single level of below grade parking in select buildings, and on-street parking.
- N. Shared parking strategies and agreements should be utilized to maximize parking areas.

D.3—Bell Road

The parcels framing Bell Road present an opportunity to surround the major transportation corridor with signature mid- to high-rise development that leads into the walkable centers.

RECOMMENDED USES

- A. Retail and restaurant
- B. Hotel
- C. General office
- D. Medical office and outpatient clinic
- E. Multi-family housing (e.g., mixed-income and mixed ownership/rental)

RECOMMENDED FORM

- F. Mid-rise or high-rise with visibility from Bell Road
- G. Minimum height of five stories. Building height should factor the visual and physical impact on public spaces, vertical mix of uses, and design of buildings.
- H. Building heights under five stories may be considered if the associated use contributes a vital community service or contributes to the public realm in a way that accomplishes the goals of this plan
- I. The subdistrict serves as a gateway, as well as an area that ties the District and the Antioch Mixed-Use Character areas together. The public realm should connect and contribute to the overall network in the study area.
- J. Green roofs or active rooftops on buildings are recommended where feasible.
- K. Buildings with frontage on Bell Road should also provide pedestrian orientation to the street, including four-sided architecture, building entries, and connectivity to the sidewalk/trail network.

PARKING

- L. Parking should be an area-wide resource with shared above grade parking facilities, a single level of below grade parking in select buildings, and on-street parking.
- M. Shared parking strategies and agreements should be utilized to maximize parking areas.

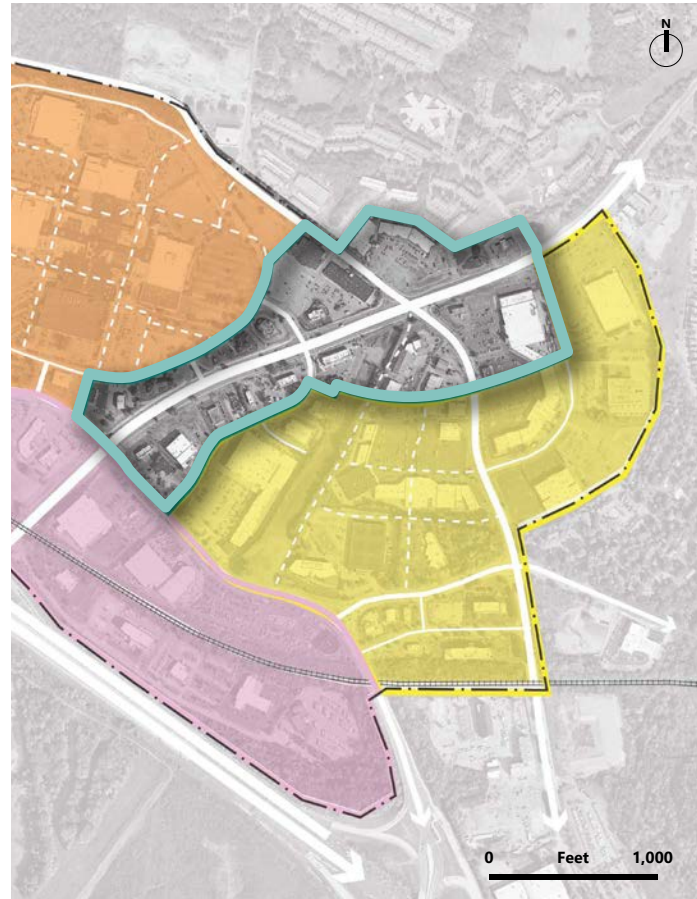


Fig. A-11. Bell Road Character Area

D.4—Industrial / Flex

The Industrial/ Flex character area is where distribution, automation, light industrial, and maker activities should be centered due to the district's proximity to major roads and separation from the other areas.

This area is more auto-oriented than the other more pedestrian-focused parts of the planning area, but the design of the streets should still provided high levels of safety and comfort for pedestrians and bicyclists, as well as accommodate high levels of automobile and truck traffic. Similarly, the building development standards in this district are less urban, but should still create a uniform setback to accommodate walking and bicycling, and to create a sense of enclosure and visual interest.

RECOMMENDED USES

- A. Retail and restaurant
- B. Hotel
- C. Educational facilities
- D. General office
- E. Medical office and outpatient clinic
- F. Multi-family housing (e.g., mixed-income and mixed ownership/rental)
- G. Artisan manufacturing and other low impact, light industrial and distribution/wholesale uses

RECOMMENDED FORM

- H. Low-rise and mid-rise (1 to 7 stories).
- I. Buildings along Bell Road within the subdistrict may be considered for additional height given adequate transportation improvements to the surrounding network.

PARKING

- J. Parking may occur in the existing surface lots to accommodate existing density and needs. The need for structured parking and the amount of parking to allocate as a shared resource should be explored with redevelopment, increased density, and any associated land use change.
- K. Shared parking strategies and agreements should be utilized to maximize parking areas.

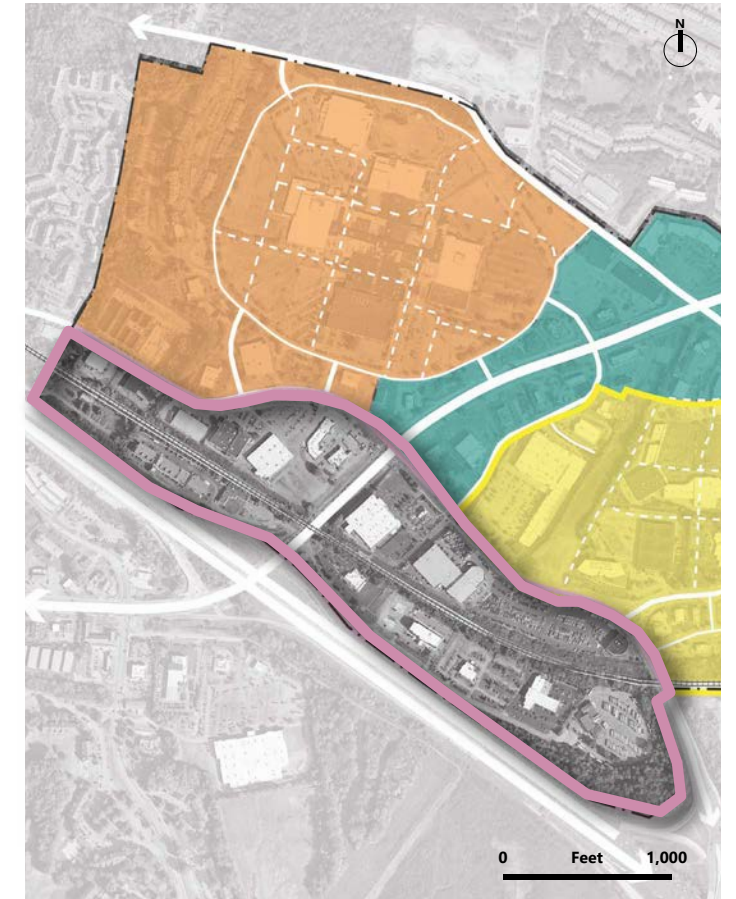


Fig. A-12. Industrial/Flex Character Area

SITE AND BUILDING DESIGN GUIDELINES INTRODUCTION

The site and building design guidelines are intended to create a predictable pathway for development that achieves the letter and spirit of this community-based plan. The guidelines focus on shaping redevelopment that celebrates the commitment to promoting a mixed-use, walkable community across the entire study area while at the same time celebrating the unique qualities that define each of the character areas. To achieve this commitment, the guidelines are consistent across the study area in requiring human scale buildings that frame walkable treelined streets and public spaces and minimize the visibility of parking and blank walls.

At the same time, the guidelines also focus on achieving the unique qualities that distinguish each of the character areas, not by specifying different forms of architectural expression — which rarely stands the test

of time as stylistic preferences and places themselves evolve — but instead by recommending street level uses that will emphasize these qualities and enable each of the character areas to develop over time.

Finally, the Street Types Plan (Fig. A-4) identifies Arterial Boulevards, Main Streets, and Neighborhood Streets for the study area. Arterial Boulevards and Main Streets are intended to be lined with retail and other active uses that convey the unique qualities of the Arts Village, Innovation Village, Bell Road, and the Antioch Mixed-Use Character Area. At the same time, nearby Neighborhood Streets will support significantly less retail and other active uses, but will instead be lined at the street level primarily by the front doors of street level residences whose residents will bring the unique qualities of their neighborhoods to life.



Mid-rise, mixed-use development will be the predominant building type in the District, including either residential or office uses in upper levels and adjacent to vibrant public spaces.

E—SITE DESIGN GUIDELINES

E.1—CONNECTIONS

Development should create a cohesive and connected built environment including alignment with primary frontages, overall image, scale, character, and connections to adjacent sites and rights-of-way. Development should integrate with public spaces, surrounding streets, sidewalks, and bikeways and improve the connectivity and mobility by providing public access across sites where appropriate.

RESPONDING TO THE CONTEXT

- Building design and orientation should complement the established streetscape standards.
- Existing mature trees should be preserved to the extent possible.

DESIGNING FOR CONNECTIONS

- Sites and buildings should be designed for safe, well lit, and convenient access by pedestrians and bicyclists to encourage movement within a site and between adjacent sites.
- Sites and buildings should contribute to transit access with direct pedestrian paths along the shortest distance between the transit center, other transit stops, and potential riders.
- Site development should consider the inclusion of alley access to promote connectivity.

MID-BLOCK PASSAGES

- Sites with a side longer than 400 feet should provide a direct, public or privately-maintained, and 24/7 publicly-accessible mid-block passage connecting from the sidewalk of one street to the sidewalk on the opposite side of the block.
- Mid-block passages may be open-air or covered as long as public access is maintained.
- Mid-block connections should promote convenience and connectivity in the surrounding area.
- Mid-block passages should be accessible to all, well lit, barrier free, with open continuous visibility for safety, and be at least 16' wide.



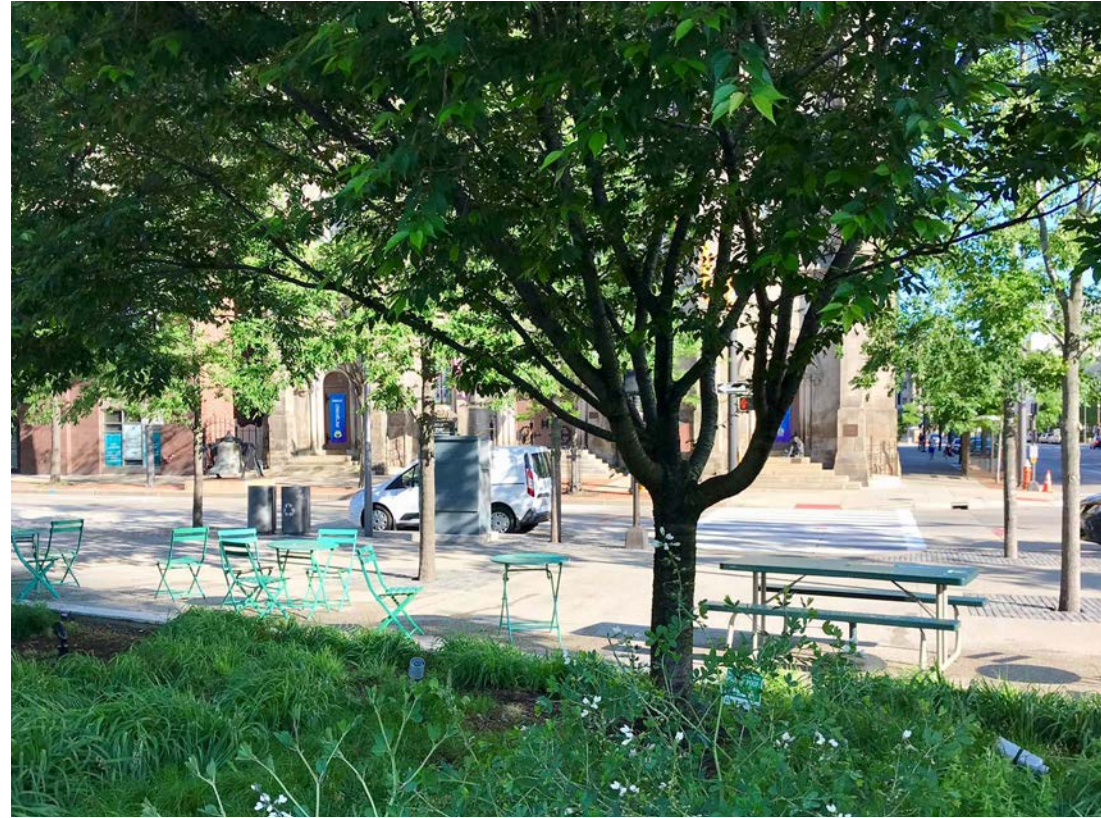
Mid-block passages provide a safe and convenient way to walk through a neighborhood and also serve as an additional venue to display public art.

E.2—OPEN SPACE

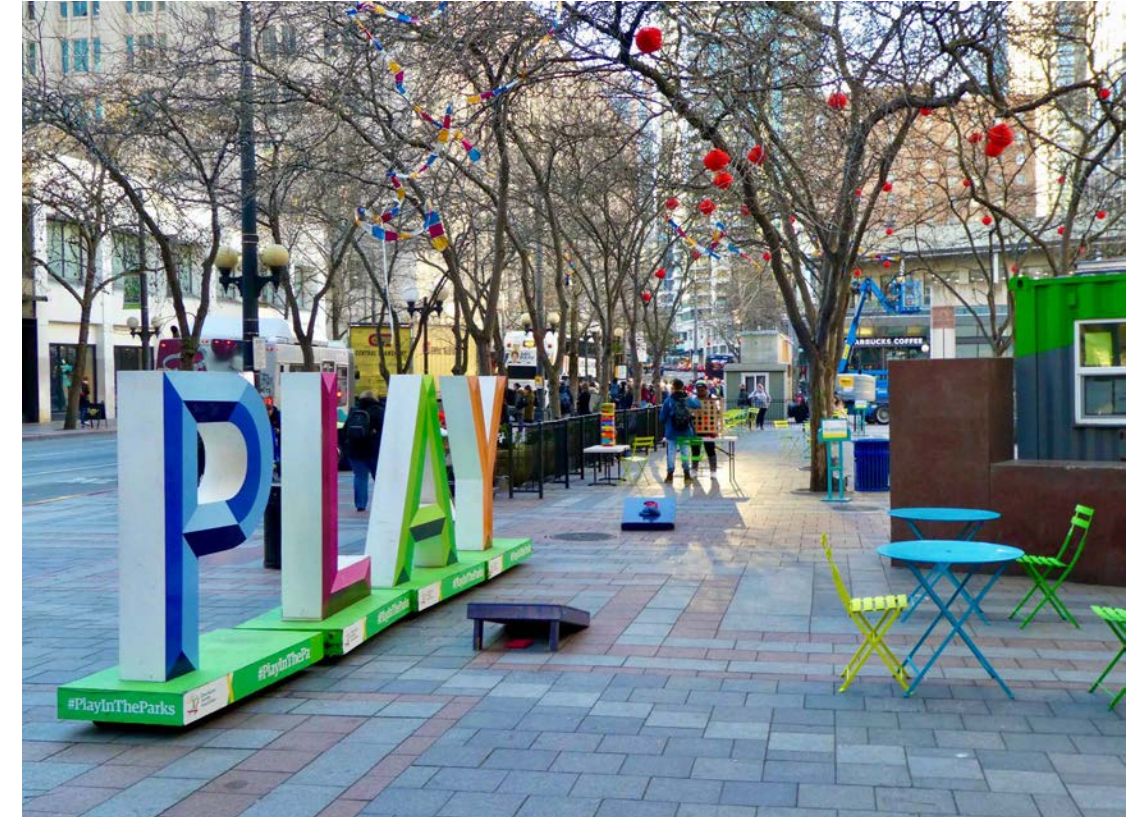
Site design should integrate with adjacent streets, create privacy zones with distinct boundaries, and integrate stormwater management best practices. Larger developments should incorporate open space by providing publicly beneficial uses and connect to existing open spaces, where applicable.

PUBLIC-PRIVATE TRANSITIONS

- The design of public setbacks, plazas, and pedestrian connections should integrate with the adjacent streetscape.
- Fences, hedges, berms, and other landscape barriers should not be placed on the primary frontage and are generally discouraged to prevent visual barriers. Where appropriate, fence design should use similar materials, design expression, and range of color and style as the building. Fencing may be appropriate around open space for safety reasons.
- Privately-owned public spaces should include street furniture, tree planters with seating, and amenities such as shade/rain cover and play structures for a variety of ages (such as durable play tables).



A blend of hardscape and plants provides a variety of experiences.



OPEN SPACES

- Sites with more than 10,000 gross square feet of floor area should use a minimum of 10% of their site (i.e., parcel area) for publicly-accessible open space, which should not include area used for parking.
- Public mid-block passages may count towards the open space goal. These spaces should be visible, accessible from public streets, and open to the general public at all times. These spaces could include decorative paving, or pavers, and raised planters with shade materials that also include a seating component.
- The area of upper floor setbacks in the Arts Village may be included toward the open space calculation for up to 25% of the overall goal for development that faces Arts Way or Arts Square.
- Open spaces should be designed to connect to existing or planned open space networks, including pedestrian and bicycle infrastructure, following ADA requirements.
- Landscaping, including trees, should prioritize species that promote biodiversity, sustainability, and ease of maintenance.



Parks and plazas provide an opportunity to create dynamic social life within blocks.

E.3—COMPLETE STREETS

A green and complete street approach should be used for the study area’s sidewalks, alleys, and rights-of-way. All streets within the area should provide facilities for people to safely walk, bicycle, access transit, and socialize in a manner appropriate to the context.

PEDESTRIAN FACILITIES

- A. Sidewalks should be present on both sides of every street in the study area with an unobstructed walking area no less than five feet in width. These clear walking areas may need to span across public and private space.
- B. To promote window shopping and easy access into shops and restaurants, the unobstructed sidewalk area should directly abut the building edge along Arts Way and Innovation Boulevard.
- C. Outdoor café seating areas may be located within a sidewalk or public space. Outdoor dining should be in a 10-foot wide sidewalk area leaving a clear walk zone of at least four feet in width.
- D. Green infrastructure, such as low impact design, should be incorporated into street and sidewalk design to assist with stormwater management.

TRANSIT FACILITIES / TRANSIT CENTER

- E. The regional transit center should be connected to the District through all modes of travel and include micromobility (bike/scooter share) options to reach local destinations, as well as a park and ride option that will reach regional destinations.
- F. All new construction should integrate proposed transit stops and include shade shelters and benches if they do not currently exist.
- G. Transit stops should incorporate pedestrian-scale lighting, appropriate wayfinding, and proper shade shelters with seating.

BICYCLE FACILITIES

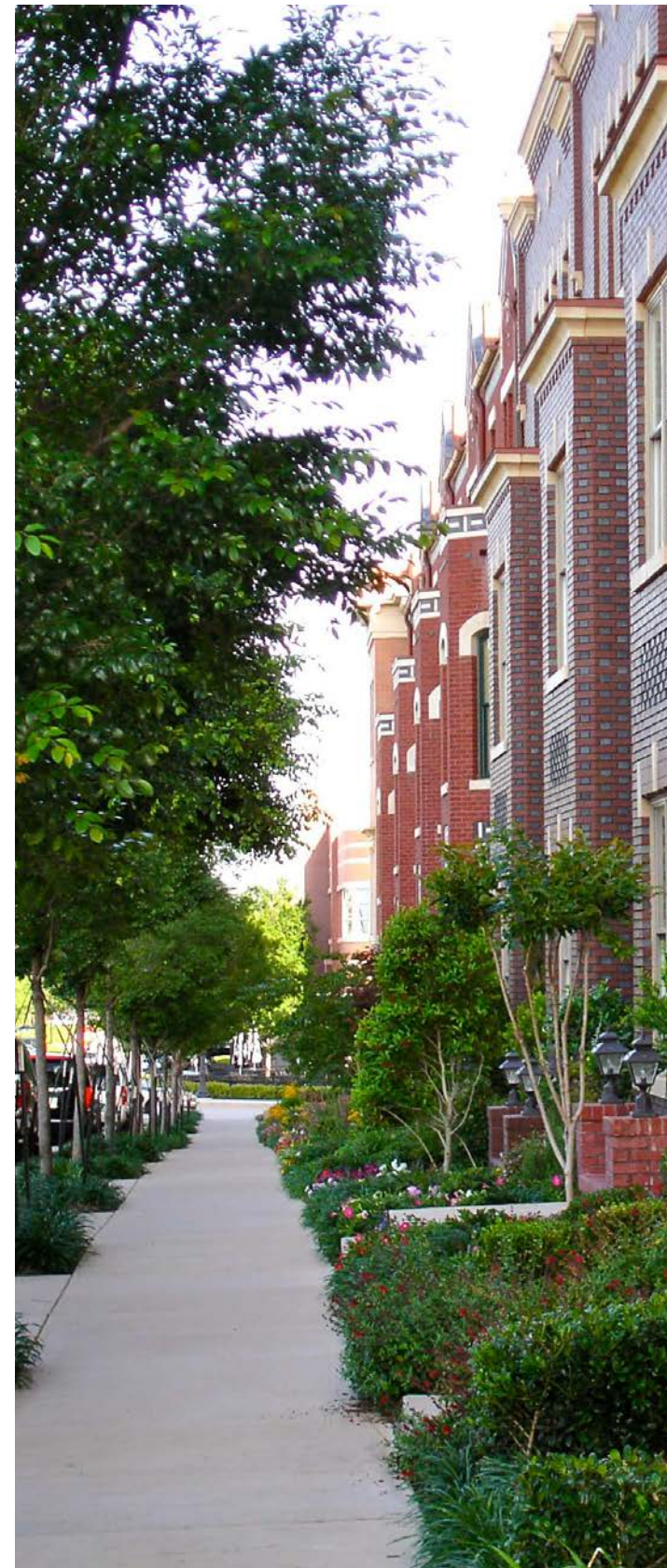
- H. Bikeways should be designed according to local, state, and federal standards.

VEHICULAR LANES

- I. Vehicular shoulders, travel lanes, and on-street parking lanes should be the minimum width as recommended by the sections in these guidelines.



On-street parking, street trees, and building frontage at the lot line create a pleasant pedestrian experience.



Street trees frame the street along this residential street.

CURB CUTS

- J. Curb cuts are discouraged on Main Streets and Neighborhood Streets. Shared driveways are encouraged. Alley access should be used when present.
- K. Parking garage and parking lot drive curb cuts should not exceed 20 feet in width, plus curb radii. An exception may be made for curb cuts to accommodate transit access throughout the site.
- L. Surface parking driveway curb cuts should not exceed 10 feet in width, plus curb radii.
- M. Sidewalks crossing parking lot drives and driveway curb cuts should maintain a level grade, creating a vehicular speed table, and be ADA compliant.

STREET TREES

- N. A mix of native species is recommended. Street trees should maintain like varieties on the same block, with the consideration of alternating species to prevent extreme loss in case of tree diseases.
- O. The street tree pattern should be spaced consistently at an approximate on-center distance not to exceed 30 feet. Closer spacing distances may be considered for Arts Way, Innovation Boulevard, and for streets adjacent to public spaces.

LIGHTING

- P. Street lights scaled for pedestrians and bicyclists, should be located at the outer edge of all sidewalks, 14 feet tall, and spaced regularly at least every 50 feet on center.
- Q. Lighting should be compatible and not conflict with the tree canopy, and should be Dark Skies compliant.
- R. Outdoor sconce lighting is required on all new buildings for interest, safety, and illumination.

STREET FURNITURE

- S. Benches and raised planters that include integrated seating should be provided along retail frontages.
- T. Benches typically should be placed near the curb and aside a planted tree in the direction that provides the greatest opportunity for shade.
- U. Drinking water fountains should be available at every public informal gathering area, open space, park, and playground.

F—BUILDING DESIGN GUIDELINES

F.1—GROUND FLOOR

Ground floors should activate and enliven the public realm and create interesting pedestrian journeys, and ensure a measure of privacy for residential uses. Active street frontages will play an important role in animating the study area's public realm and ensuring a variety of activities and levels of pedestrian interest.

LOCATION OF GROUND FLOOR USES

- A. The first 25 feet of depth for interior ground floor uses should be regularly used for activities pertinent to the building's purpose, such as retail, services, classrooms, lobbies, residences, offices, manufacturing, and research.
- B. Actively-occupied interior spaces should be located adjacent to actively-occupied exterior spaces, and vice versa.
- C. When present within the building, residential uses should be located adjacent to any existing residential uses on abutting lots, when feasible.
- D. Service areas should be located in the back of the property where possible and screened from public streets, sidewalks, and open spaces.

SETBACKS

- E. Residential uses may set back from property lines to provide shallow front yards enabling enhanced landscape treatment for aesthetics, door yards, porches, seating areas, and pocket parks.
- F. Non-residential uses may set back from property lines to create additional public space. Where setbacks are present, buildings should still provide enclosure for the public realm. The public realm located in any setback should include features to activate the space such as tables and chairs, trees in planters with perimeter seating, shade structures, art and sculptures, reading areas, games and other activities.

BUILDING ENTRANCES

- G. Primary entrances should be located on public streets, prominent, accessible, and well-lit at night.
- H. Entrances should be located along safe walking routes, in relation to crosswalks, and for facilitation of public transit use.
- I. At least one building entrance should front on a street where the building abuts a street.
- J. Each separately leased retail space should have an individual public entrance onto the abutting street.

RETAIL GUIDELINES

- K. Retail and restaurant façades should generally have a minimum glazing area of 60% within the pedestrian view plane (between two and 10 feet above grade) adjacent to any public realm.
- L. Retail and restaurant façades along Arts Way, Innovation Boulevard, and adjacent to public open spaces should have a minimum glazing area of 75% within the pedestrian view plane. Roll up doors/windows are encouraged on Arts Way to allow for greater interaction and connection between the interior and exterior of retailers and restaurants.
- M. Façades facing a public right-of-way in the Antioch Industrial/Flex District should have a minimum glazing area of 50% within the pedestrian view plane.
- N. Retail entrances should have alcoves between 15 and 100 square feet in size, paved to match the sidewalk, to be able to operate doors without obstructing the sidewalk.
- O. Large floorplate retail (greater than 10,000 leasable square feet) should consider setting back the larger floor plate use to accommodate smaller commercial spaces along the frontage and, if relevant, properly address the public realm to support active street life by spacing the door openings no greater than 30 feet apart.
- P. Stand-alone retail buildings are discouraged. If stand-alone retail is unavoidable, the building should have a distinctive roofline and be adaptable for changes in future users. Upper story mezzanines and terraces are encouraged. Loading and service entries should be oriented away from street and open space frontages, if possible.



Commercial frontages sometimes are stepped back to allow for additional outdoor public space.



Flex building types should be directly accessible from the street with parking to the rear of the building.

SERVICE

- Q. Access to loading, servicing, and parking should be located away from the public realm and not be located on Arts Way or Innovation Boulevard. Public parking structures may have entries located on Arts Way, Innovation Boulevard, and adjacent to the Central Green or Arts Square. See Section E.3 for additional structured parking recommendations.
- R. Mechanical equipment, refuse storage (dumpsters), service areas, and loading areas not entirely enclosed within buildings should be (1) located outside required setbacks and not within 10 feet of any property line unless in an alley, (2) permanently screened from view from adjacent public streets and parks and from abutting property under separate ownership when on the ground, and (3) meet all city, state, and federal noise regulations.

F.2—MASSING

Building massing should contribute to a sense of place by framing public spaces and creating harmony between existing and new buildings with contextually appropriate heights and setbacks.



A mixed-use, mid-rise building illustrates articulated massing and change in building materials.

ORIENTATION

- A. Building mass should generally parallel streets at the ground level.
- B. Upper-story orientation may vary, provided that buildings continue to create a sense of enclosure to public streets and parks.

BUILDING STEPBACKS

- C. Buildings that front public open spaces, particularly those adjacent to the Arts Way, the Central Green, and Arts Square, are encouraged to provide a building setback at the second or third story of at least 15 feet to encourage outdoor use of mixed use buildings above the ground floor.

TRANSITIONS

- D. Building should provide appropriate height transitions to any nearby residential uses with more restrictive height limits.

F.3—PARKING

Developments should put people first. The visual and functional impact of motor vehicle parking should be minimized to encourage walking, bicycling, and transit as the preferred modes of travel, especially within the Arts and Innovation District.

BICYCLE PARKING

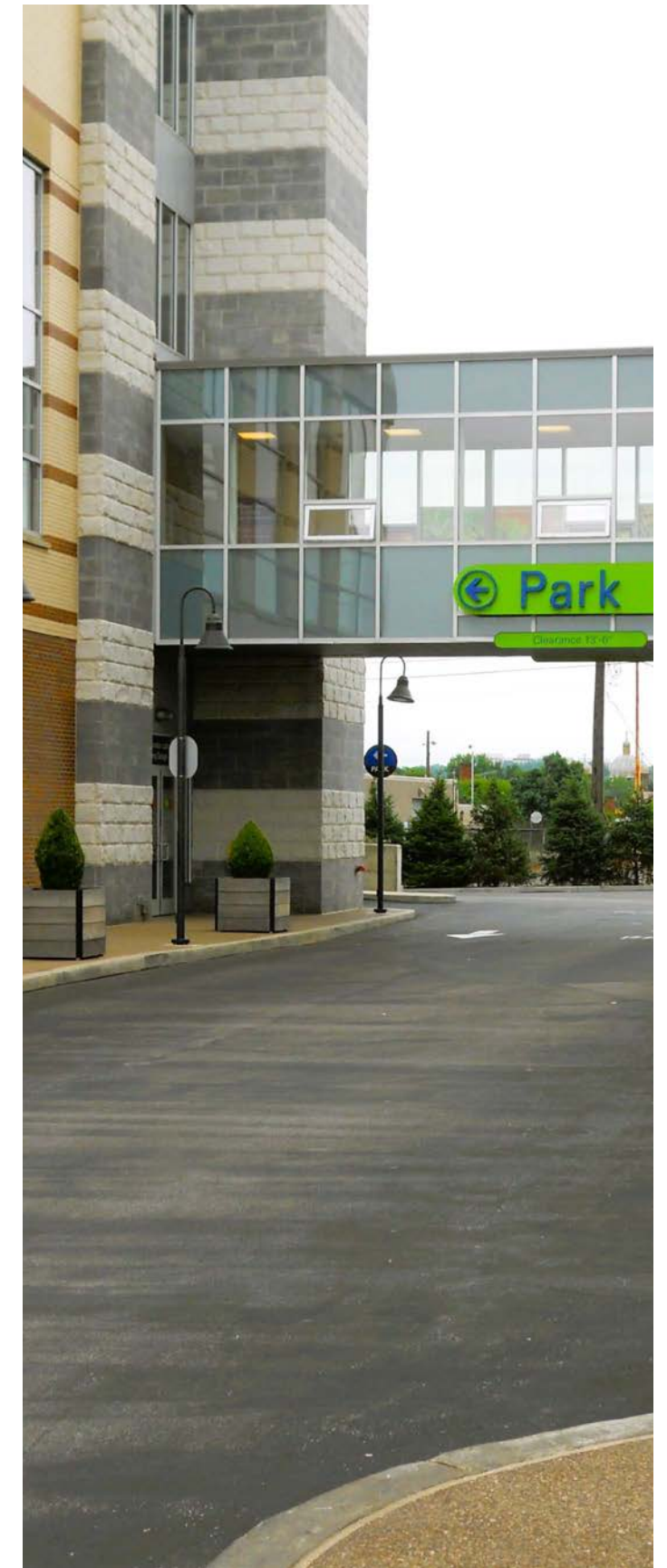
- A. Sufficient bike infrastructure should be provided to accommodate both visitor and resident bike parking located in a designated building setback close to the building door opening or inside the building lobby for security purposes.

MOTOR VEHICLE ACCESS AND PARKING

- B. Surface motor vehicle parking is prohibited in the area between building frontages and public streets and should not be permitted adjacent to public parks and open spaces as part of new development, unless specified as on-street parking.
- C. Access drives should provide direct access to parking and loading elsewhere on the site. Each 500 feet of frontage should have a maximum of one access drive. Access drives in the Industrial/Flex and Antioch Mixed-Use Character Areas should be limited to one every 100 feet as the area redevelops. An access management study is recommended to provide further guidance.
- D. Where possible, access drives, loading and services, and parking structure entryways should be located on side streets or alleys and shared with abutting sites.
- E. Wayfinding signage should be used to efficiently guide motorists to public parking.

STRUCTURED PARKING

- F. Parking garages should be located within the interior of a block and lined with residential, commercial, or mixed uses to minimize visibility from public view. The regional transit center's main garage entrance may not be lined, but should incorporate active ground floor uses into the facility on other sides.
- G. People walking and using wheeled devices should have direct access to parking garages from an adjacent public street via an electrified access door.
- H. New parking garages should be constructed with consideration to shared uses either with adjacent properties and/or as a public private partnership to promote sustainability and walkability.



Parking and services provide access from side streets or drives.

- I. Parking garage roofs should be considered for active outdoor uses such as play courts and recreation. If not used for recreation, a green roof for stormwater management purposes should be considered.
- J. Alternatively, if the garage roof is not used for active outdoor uses, the upper deck of parking structures should be planned for the installation of solar panels as a renewable energy source, following acceptable standards as they develop.

F.4—AMENITY SPACE

Private amenity spaces should be provided for multi-family residential uses and designed for social interaction between residents. Private amenity spaces are in addition to the required public open spaces. Example amenity spaces include recreation areas for children, outdoor seating, workspaces, fitness areas, and meeting rooms.

AMENITY SPACE REQUIREMENTS

- A. Buildings containing 10 or more dwelling units should provide a minimum of 25 square feet per dwelling unit of public space, private outdoor amenity space, or shared amenity space that counts toward the overall open space requirement for the site. If public open space, this area would count towards site open space requirements.
- B. Each shared amenity space should not be less than 500 square feet and include ample natural light.

LOCATIONS AND USES

- C. Amenity spaces should be located on the site to help activate streets.
- D. Courtyards, rear yards, terraces, and rooftops should be used for outdoor amenity spaces including patios, decks, children’s play areas, and gardens.
- E. Interior shared amenity spaces should be located along common paths of travel and with good access to natural light.

F.5—ROOF

Roofs should reinforce the building design from the perspective of a pedestrian and minimize the visual impact of mechanical systems.

ROOFLINE

- F. Rooflines should shape and define building entries and corners.



The amenity space is framed by the building to create a sense of enclosure.

- G. Rooftops may incorporate distinct features such as roof forms, cornices, eaves, and parapets.
- H. Rooftop mechanical equipment, signage, and amenity spaces should be incorporated into building architecture.
- I. Solar panels should follow rooflines and where possible be integrated with the roof design.

HORIZONTAL ROOF USES

- J. Horizontal rooftop surface area not otherwise occupied by mechanical penthouses, properly screened equipment, renewable energy infrastructure, or other ancillary structures may be used for vegetation, 24/7 accessible amenity space or a combination thereof.

SCREENING

- K. Vent stacks, roof vents, and other mechanical protrusions should be painted the color of the roof or a dark color so that the obstruction fades from view.
- L. Mechanical equipment should have parapets, cupolas, or dormers to screen them as much as possible from public view.

F.6—ARCHITECTURAL MATERIALS AND DETAILS

Architectural materials and details should interact harmoniously with adjacent buildings and add depth and interest to the building elevations. Building materials in the Industrial/Flex Character Area should be context sensitive. New buildings in all areas should be designed from both a pedestrian eye-level and long-distance views with details that contribute to a cohesive impression of high quality.

360° DESIGN

- A. Architectural character and expression should be of consistently high quality on all exterior portions and sides of a structure.
- B. Accessory components and building systems, including but not limited to porches, canopies, railings, gates, fences, garden walls, lighting, mechanical penthouses, balconies, doors, weather protection, and gutters, should reinforce the overall building style.

MATERIALS

- C. Preferred materials: masonry (brick, granite, stone, architectural precast concrete); wood (painted or sealed with an opaque or semisolid stain or imitation wood rainscreen), metal (natural colored or painted steel, aluminum, copper, or bronze); and glass.
- D. In the Industrial/Flex Character Area, all sides of buildings (including exterior walls, windows, roofs, accessory structures) should have a material palette that is coordinated with the predominant neighborhood materials.
- E. Chain link fence, barbed wire, razor wire, and chicken wire are not permitted where visible from a street, park, public facility, or adjacent residential uses.

MATERIAL DETAILS

- F. Where masonry is used, door and window lintels, sills, and jambs, and flat masonry surfaces should have detailed coursing (such as soldier courses, herringbone or checkerboard patterns) that adds interest and pattern to the façade. Design details should be provided at building entrances and as a way to frame commercial tenant areas at the ground floor.

- G. Details around doors and windows should have extensions or recesses to provide a minimum of four inches of depth to the glass within the window or door frame.
- H. Fiber cement panels should not have exposed fasteners, and should have detailed setbacks and joint patterns that enliven the elevation. Details that provide design interest, such as frames, insets, or reveals, should be provided around doors and windows.

FAÇADE PROJECTIONS

- I. Main entrances should have canopies that project at least five feet for tenant weather protection. At entrances and retail/restaurant/commercial facades, canopy projections with details, such as metal hangers or support brackets, free-standing signage, and decorative light fixtures, are encouraged.

WINDOWS

- J. Buildings should provide openings and windows that overlook public streets and open spaces to establish a human connection.
- K. The minimum amount of clear glass for retail uses should be 60% of the area within the pedestrian view plane (between two and 10 feet above grade) adjacent to any public realm. The minimum amount of clear glass for residential uses should be 20% of the entire façade.
- L. Commercial space users should not block windows with any signage or partitions that obscure views into the building.

LIGHTING

- M. Building lighting should encourage pedestrian activity and safety at all hours while respecting residential uses.
- N. Entryways and areas of high activity should be appropriately illuminated while minimizing potential light glare, spill, and light pollution.
- O. Outdoor building sconces are recommended to add interest to building façades and additional light on the street. This is required for all multifamily, commercial, and mixed-use development.
- P. Development should adhere to Dark Sky requirements for an urban area, as mandated by Metro policy.

ATTACHMENTS AND ENCROACHMENTS

- Q. Dryer vents and other supply and exhaust vent attachments to a façade should be painted to match the surrounding material.
- R. Overhead weather protection should be provided at all common entrances to provide residents and guests protection from the elements as well as architectural interest.
- S. The upper side of weather protection elements should be designed such that they do not create unsightly conditions or glare from sunlight for upper floors.
- T. Allowable signs and weather protection should be the only first-floor attachments allowed to occupy the public right-of-way. On the second floor and above, balconies, bay windows, eaves, lights, unenclosed fire escapes, and signs may occupy the public right-of-way. Attachments above streets should be at least 15 feet above grade. Attachments above sidewalks should be at least 10 feet above grade.
- U. Antennas and radar dishes should not be permitted where visible from public streets or public parks.



Colors, materials, and design details combine to create an overall pleasing neighborhood.