

Chapter 4 - The Vision for the Future	Consistent	Inconsistent
SUPPLY, SUITABILITY, & INTENSITY		
LAND SUPPLY MAP (Pg. 81, Figure 4.4)	Consistent	
LAND SUITABILITY MAP (Pg. 84-86, Figure 4.5-4.7)	Consistent	
DEVELOPMENT INTENSITY MAP (Pg. 89, Figure 4.9)	Consistent	
FUTURE LAND USE & CONSERVATION MAP		
Future Land Use and Conservation Map (Note classification here, Pg. 117, Figure 4.12)	Downtown	
Character Area Description (Pg. 122-131)	Consistent	
Zoning Crosswalk (Pg. 132-133, Figure 4.18)	Consistent	
Focus Area Map (Pg. 134-159)	NA	NA

Chapter 4 - The Vision for the Future	Consistent
GOALS	
VIBRANT NEIGHBORHOODS (Pg. 93)	
Promote lively neighborhoods that increase local safety.	Consistent
Enable well-maintained homes, streets, and public spaces.	Consistent
Promote diversity of ages (stage of life), income levels, and a range of interests.	Consistent
The design allows people to connect to nearby destinations, amenities, and services.	Consistent
Abundant Housing Choices (Pg. 93)	
Housing provided meets the need of current and future residents.	Consistent
Range of housing types provided to help maintain affordability in Hendersonville.	Consistent
Housing condition/quality exceeds minimum standards citywide	Consistent
Healthy and Accessible Natural Environment (Pg. 94)	
Recreational (active and passive) open spaces are incorporated into the development.	Consistent
Water quality is improved with the conservation of natural areas that serve as filters and soil stabilizers.	Somewhat Consistent
Natural system capacity (floodplains for stormwater; habitats to support flora/fauna; tree canopy for air quality, stormwater management, and microclimate) is maintained.	Somewhat Consistent
Development is compact (infill/redevelopment) to minimize the ecological footprint.	Consistent
New development respects working landscapes (e.g., orchards, managed forests), minimizing encroachment.	NA
Authentic Community Character (Pg. 94)	
Downtown remains the heart of the community and the focal point of civic activity	Consistent
A development near a gateway sets the tone, presenting the image/brand of the community.	NA
Historic preservation is utilized to maintain the city's identity.	
A development is considered a quality development that preserves the city center or neighborhood.	Somewhat Consistent
Safe Streets and Trails (Pg. 95)	
Interconnectivity is promoted between existing neighborhoods through the building out of street networks, including retrofits and interconnectivity of new developments.	Consistent
Access is increased for all residents through the provision of facilities that promote safe walking, biking, transit, automobile, ride share, and bike share.	Consistent
Design embraces the principles of walkable development.	Somewhat Consistent
Reliable & Accessible Utility Services	
A compact service area (infill, redevelopment) maximizes the utilization of existing infrastructure and feasible service delivery.	Consistent
Satisfying Work Opportunities (pg. 96)	
The development promotes quality job options.	NA
Welcoming & Inclusive Community	

Accessibility exceeds minimum standards of ADA, fostering residents' and visitors' sense of belonging.	Consistent
Accessible & Available Community Uses and Services (Pg. 97)	
Private development is plentiful, meeting the demands of current and future populations.	N/A
Resilient Community	
N/A	
GUIDING PRINCIPALS (pg. 98)	
Mix of Uses (Pg. 98)	
Revitalization of Outdated Commercial Areas	Consistent
New business and office space promotes creative hubs.	NA
Compact Development (Pg. 100)	
Development is consistent with efforts in the area to establish 15-minute neighborhoods.	Consistent
The infill project is context sensitive.	Somewhat Consistent
Sense of Place (Pg. 102)	
The development contributes to Hendersonville's character and the creation of a sense of place through its architecture and landscape elements.	Somewhat Consistent
Conserved & Integrated Open Spaces (Pg. 106)	
A diverse range of open space elements are incorporated into the development.	Somewhat Consistent
Desirable & Affordable Housing (Pg. 108)	
Missing middle housing concepts are used in the development.	Consistent
Connectivity (Pg. 112)	
The development encourages multimodal design solutions to enhance mobility.	Consistent
Efficient & Accessible Infrastructure (Pg. 114)	
The development utilizes existing infrastructure	Consistent

Chapter 5 - Downtown Design Guidelines	Consistent
PUBLIC REALM	
Blocks (Pg. 212)	
Provide vehicle access to nearby buildings via alleyways or shared driveways.	Consistent
Utilize smaller curb radii to shorten crossing distances for pedestrians.	
Extend the historic downtown block pattern throughout the entirety of the downtown character districts.	Consistent
Implement interior pedestrian cut throughs as necessary to achieve the ideal block size (300-500').	Consistent
Main Street & Downtown Edge Character Districts (Pg. 213)	
Any future development or redevelopment within the Main Street and Downtown Edge character districts should maintain consistent with the existing block size and grid layout along Main Street and in the downtown core.	Consistent
New connector streets and alleys should be considered where appropriate to increase better access and circulation.	NA
Streetscape Character (Pg. 218-222)	
The streetscape character matches the street classification the development is located on. (Pg. 218-219)	Consistent
The streetscape zones are sufficient for the street classification. (Pg. 224-234)	Consistent
Pedestrian & Bike Infrastructure (Pg. 238-243)	
Sidewalks (Pg. 238)	
Internal sidewalk connections should be provided between buildings and from buildings to all on-site facilities including parking areas, bicycle facilities, open spaces, and amenities.	Consistent
External sidewalks should be provided from all buildings onsite to the existing or proposed sidewalk system and to abutting multi-use trails, parks, and greenways.	
Greenways & Trails (Pg. 238)	
Expand and improve greenway and trail networks to create connections between neighborhoods, parks, and destinations.	NA
On-Road Facilities	
Sidewalks (Pg. 240)	
Expand existing sidewalk network to fill gaps in connectivity. Downtown sidewalks, where feasible, should be a minimum of 10' in width to promote walkability.	Consistent
Incorporate buffer zones, such as landscaped areas or street furniture, between sidewalks and vehicular traffic	Consistent
SITE DESIGN (Pg. 254-265)	
Frontage Types (Pg. 254)	
Identify which Frontage Type the development is and write in cell to the right.	Sec
Building Placement & Setback Character (Pg. 254-255)	
Orientation (Pg. 254-255)	
Building faces the street and is accessible from the sidewalk.	Somewhat Consistent

Site layout shall prioritize placing buildings towards the front of the lot, with parking situated to the side and/or rear of the building	Consistent
Buildings located on a corner should have one of the following architectural features: Two entrances, one primary and one secondary, located on each frontage. Architecturally prominent corner entry with vertical emphasis through building height or architectural elements like porches, colonnades, etc.	NA
Setback Line (Pg. 255)	
The setback line is based off of the future back of curb - based on Frontage Type (Pg. 256, refer to Figure 5.26)	Consistent
Build-To-Zone	
The Build-to-Zone begins at the required Frontage Type setback line (Pg. 256, refer to Figure 5.26)	Consistent
Build-To-Percentage	
The Build-To-Percentage refers to the proportion of a lot's frontage that must be occupied by the building façade. (Pg. 256, refer to Figure 5.26)	Consistent
Setback Exceptions (Pg. 255)	
Refer to this section for setback exceptions for Primary and Primary-Other classification. (Pg. 255)	NA
Building Height Story (Pg. 257)	
New downtown buildings must be at least two stories tall, with exceptions for certain accessory structures like retail kiosks or public restrooms	Consistent
Building Height by District	
The permitted building height varies according to the specific character district. Refer to Figure 5.28	Consistent
The building height is appropriate based off of the maximum heights set by the Building Heights Map (Figure 5.31, Pg. 259).	Consistent
Rear and Side Setbacks for Development Character District Transitions (Pg. 260)	
When development is located next to a district with a lower height restriction, the development should be no more than one-story differential for the first 50 feet of building width.	Consistent
Residential Transitions (Pg. 260)	
Development adjacent to residentially zoned land and/or historic structure should be no more than one-story differential for the first 50 feet of building width.	Consistent
Greenway & Trail Frontage (Pg. 260)	
When future development is planned along a proposed trail as outlined on any adopted plans, it is the responsibility of the development to construct the portion of the trail along the development frontage.	NA
Connections to Parks and Greenways (Pg. 261)	
When a development abuts an existing or future greenway, park, or open space area, pedestrian/bicycle accessways must be provided at a minimum of every 1000 feet when feasible as determined by City staff.	NA

Landscape (Pg. 261)	
Design landscaping, fencing, and retaining walls to be integrated into the site and its architecture.	Consistent
Screen service areas, utilities, and parking areas with trees, shrubs, and other landscaping.	Consistent
Install pedestrian bulbouts at street intersections within the downtown districts to reduce pedestrian crossing distance and expand public space. Integrate plantings, monumentation, public art, and seating within these spaces	NA
Stormwater Management (Pg. 261)	
Underground stormwater detention should be utilized within the downtown districts versus surface detention facilities.	NA
Low impact stormwater management methods such as pervious paving, bioretention, and vegetated landscape islands shall be utilized in surface parking lots.	Consistent
Utilize innovative stormwater management methods such as the use of bioretention in planting strips along nonprimary streets.	NA
Parking (Pg. 262)	
Surface parking lots shall not be a principal use in any character district	Consistent
For commercial and institutional/semi-public uses within the character districts, 5% of the total parking spaces should allow for public use during offpeak business hours.	NA
Shared parking is encouraged.	Consistent
Structured Parking (Pg. 262)	
Parking structures are encouraged within the downtown districts to reduce the footprint of surface lots.	NA
Developments requiring 200 vehicular parking spaces or more must build structured parking.	NA
Parking structures may be a principal use in the character districts.	NA
Parking structures should be wrapped with liner buildings and follow these design guidelines: When adjacent to a frontage, parking structures shall include active uses along 80% of the primary frontage and 60% of the ground floor building length along any seconding frontage, excluding areas of required vehicular and pedestrian egress, and utility rooms. Vertical and horizontal architectural elements should be designed in a manner to approximate the window openings on adjacent habitated portions of the building. 60% of all openings on or visible from a frontage shall be screened with architectural louvers and/or panels.	NA
Parking Requirements (Pg. 262-263)	
Within the Main Street character district, parking requirements are optional with the provision of a fee in lieu of.	NA
Within the Downtown Edge, 7th Avenue, and Lower Trailhead character districts, minimum parking requirements are per the underlying zoning district.	Consistent
The following parking maximums apply to properties within each of the character districts regardless of the underlying zoning designation (Figure 5.33, Pg. 263).	Consistent
Trailhead Parking (Pg. 263)	
Surface lots for trailhead parking are allowed within the 7th Avenue and Lower Trailhead character districts.	NA

Trailhead parking lots must be spaced a minimum ½ mile from each other.	NA
These parking lots shall hold 10 spaces or fewer, including ADA spaces.	NA
Trailhead parking lots may incorporate amenities such as restrooms, water fountains, trash/recycling receptacles, and benches.	NA
Parking lots must be screened from the trail and the public street utilizing landscaping at a minimum width of a 10' landscape buffer.	NA
On-Site Open Space (Pg. 264)	
All proposed developments are required to provide onsite open space except for developments on parcels one-fourth acre or less in size.	Consistent
Developments shall provide a minimum of on-site open space in accordance with the following: Main Street: 5%, Downtown Edge: 10%, 7th Avenue: 10%, Lower Trailhead: 15%	Consistent
Public On-Site Open Space (Pg. 264)	
Public on-site open space should be provided in accordance with Table 5.34 on Pg. 264.	Consistent
On-Site Open Space Types (Pg. 264)	
Appropriate on-site open space is provided in accordance with Figure 5.36 Pg. 265.	Consistent
BUILDING DESIGN	
Architectural Character (Pg. 266)	
Development design fits into the existing architectural character of the character district its located in.	Somewhat Consistent
Façade Articulation and Massing (Pg. 268-269)	
For buildings 150 feet in length or longer: Façades shall be divided into shorter segments by means of modulation; such modulation shall occur at intervals of no more than 60 feet and shall be no less than 2 feet in depth. A courtyard, with a minimum width and depth of 60 feet, shall be visible from the street on primary frontages spaced no more than 150 feet.	Consistent
Ground-floor designs such as arcades, galleries, colonnades, outdoor plazas, or outdoor dining areas shall be incorporated into the building façade and are considered in meeting required build-to percentages. The first two floors above the street grade shall be distinguished from the remainder of the building with an emphasis on providing design elements that will enhance pedestrian environment. Special interest to the base shall be provided by incorporating elements such as corbeling, molding, stringcourses, ornamentation, changes in material or color, recessing, architectural lighting, and other sculpturing of the base. Buildings on a corner or at an axial terminus should be designed with additional height or architectural embellishment. Examples include: Chamfered or rounded corners. Projecting and recessed balconies and entrances. Enhanced window designs	Somewhat Consistent
Building Elements (Pg. 270-275)	
Entry	
The main pedestrian entry shall be a prominent entrance on the primary frontage	
For corner buildings with two frontages, the main pedestrian entry can be located on the corner.	NA

Enhance the design of entry areas with materials, as well as architectural and landscape features, that will naturally guide pedestrians	Somewhat Consistent
Windows	
Shopfront windows shall not be lower than 2 feet from the ground plane except where architectural elements like floor or ceiling glass curtain walls or glass roll up doors are utilized.	NA
Windows should comprise more than 60% of the building façade in the Main Street and Downtown Edge districts.	
Windows should comprise more than 40% of the building façade in the 7th Avenue and Lower Trailhead districts.	NA
Windows shall be set back 4-6 inches from the façade rather than flush.	
Roof	
Infill development in the Main Street district shall have flat roofs to match the existing architecture of Main Street.	NA
Pitched roofs are permitted in the Downtown Edge, 7th Avenue, and Lower Trailhead districts.	Consistent
Recessed Doorways	
Recessed doorways are encouraged with 5 feet as the maximum distance of recess from the front wall.	Consistent
No glass shall be positioned lower than two feet above ground level.	Consistent
Doors are not permitted to swing into the sidewalk/ pedestrian zone	Consistent
Activated Ground Floor	
Ground floor façades should be composed primarily of glass to allow views of the use and activity within the buildings	Somewhat Consistent
Within the Main Street and Downtown Edge districts, the ground floor shall be composed of commercial uses.	Consistent
Private residences are prohibited on primary frontages within Main Street and Downtown Edge districts.	Consistent
Primary residence entries, including those for townhomes and brownstones, should incorporate features such as stoops, porches, etc.	
Ground floor design should incorporate elements such as retail displays, planters, art, and canopy coverings to encourage pedestrian activity.	Somewhat Consistent
Materiality	
Materials chosen for building façades, balconies, windows, or roof should be compatible with the surrounding context of the district but should not be identical as to not allow for any diversity.	Consistent
All façades visible from a primary frontage shall utilize high-quality finish materials such as: brick, wood, stone, concrete-based stucco, horizontal wood siding, architectural metal panel, or wood shingle.	Consistent
Within the Main Street and Downtown Edge districts, brick shall be the primary building material. Predominant shall mean more than (50%) of the non-glasses wall surface	
The following materials are prohibited within any of the downtown districts: EFIS, concrete board, concrete block, pre-engineered corrugated metal panels, and vinyl.	Consistent
Franchise Architecture	

Franchise architecture, a standardized architectural building style used as part of a standardized program to promote brand identity through visual recognition, is not permitted within the character districts.	NA
Franchise architecture should be modified as necessary to be in line with the existing character district in which it is proposed.	NA
Franchise architecture must conform with all Downtown Design Guidelines.	NA
Drive-Throughs	
Drive-through facilities or services are not permitted within the Main Street, Downtown Edge, or 7th Avenue districts. • This applies to any type of drive-through facility or service including restaurants and financial institutions. Walk-up service windows are the preferred service window in a downtown pedestrian-oriented district	NA
Within the Lower Trailhead District, drive-throughs are permitted but cannot be along the primary frontage. They shall be located to the rear of the building.	NA
Signs	
Landmark signs may include historic painted wall signs on a building façade; even if that business or product is no longer on site, the sign adds character to the area, and should be considered a landmark sign.	NA

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