

# Murfreesboro Pike Urban Design Overlay at Una Antioch

prepared by  
Metropolitan Nashville Planning Department



# ACKNOWLEDGEMENTS

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- Council Members Karen Johnson and Tanaka Vercher for facilitation and participation
- Una Church of Christ for hosting our community meetings

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# SECTION I: Introduction

Intent and Goals  
Location and Site Description  
Parcel Map

# SECTION I: Introduction

## Murfreesboro Pike UDO at Una Antioch

The Murfreesboro Pike Urban Design Overlay (UDO) at Una Antioch implements the community vision set forth in the Antioch/Priest Lake Community Plan to achieve cohesive development along the Murfreesboro Pike Corridor and is similar to the Murfreesboro Pike UDO adopted in 2013. The segment covered by the Murfreesboro Pike UDO at Una Antioch is part of the Murfreesboro Pike Corridor that extends from Donelson Pike to Franklin Limestone Road. The document envisions attractive development that is consistent in physical form to contribute to a complete suburban environment while accommodating a mix of uses and multiple modes of transportation.

In the process of the Antioch/Priest Lake Community Plan (last adopted on June 22, 2015 as part of NashvilleNext), residents of the area expressed a strong desire for a better development pattern along Murfreesboro Road. The community called for a transformation of Murfreesboro Pike from strip commercial and auto-centric development into a mixed use corridor with a mix of housing near the community's major corridors that is walkable with access to amenities and services. A call for better architectural standards and better landscaping was also established. Residents also wanted to see development that was still convenient to vehicular traffic, while providing safe opportunities for mass transit options and pedestrians.

## Intent and Goals

The Intent and Goals are the result of the public planning process. The intent of the UDO is to improve urban design by addressing issues related to development such as buildings and lots, parks and open space, vehicular circulation, bicycle and pedestrian circulation, signage, transit, access, parking, landscaping and buffering.

The purpose of the Murfreesboro Pike UDO at Una Antioch is to provide a framework for a consistent development pattern and an harmonious streetscape along Murfreesboro Pike that includes high quality and pedestrian friendly design elements. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design. The goals of the Murfreesboro Pike UDO at Una Antioch are to:

**Goal 1:** Restore value to Murfreesboro Pike through appropriate streetscape improvements, building orientation and massing.

**Goal 2:** Manage the impact of the automobile, minimize the size of parking areas, and take advantage of shared vehicular access with adjacent properties.

**Goal 3:** Incorporate efficient access for different transit modes with design of the site and minimize design conflicts with pedestrians.

**Goal 4:** Improve the quality of the suburban context through the design of architectural and landscaping components.

**Goal 5:** Integrate signage as part of the overall building design and manage its visual impact along the corridor.

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**The UDO provides a framework for a consistent development pattern and harmonious streetscape along Murfreesboro Pike.**

# SECTION I: Introduction

## Location and Site Description

The Murfreesboro Pike Corridor (Murfreesboro Pike and Lafayette Street) stretches fourteen and a half miles from the roundabout at the Music City Center in downtown Nashville to the Davidson/Rutherford county line. The extent of the Murfreesboro Pike UDO at Una Antioch segment stretches from Donelson Pike to roughly Franklin Limestone Road.

The Murfreesboro Pike UDO at Una Antioch segment is designated as a priority corridor in the NashvilleNext General Plan with immediate need for coordinated investments in high capacity transit and to include the implementation of Murfreesboro Pike as a complete street. The corridor is envisioned to accommodate sidewalks, protected bikeways, street crossings, streetscaping, and transit improvements for a high-capacity transit line along Murfreesboro Pike. A multimodal freeway corridor – Harding Place Extension – is proposed to intersect Murfreesboro Pike between Faircloth Lane and Smith Springs Road. Parcels and additional right-of-way from development may need to be acquired in order to accommodate future transit needs.

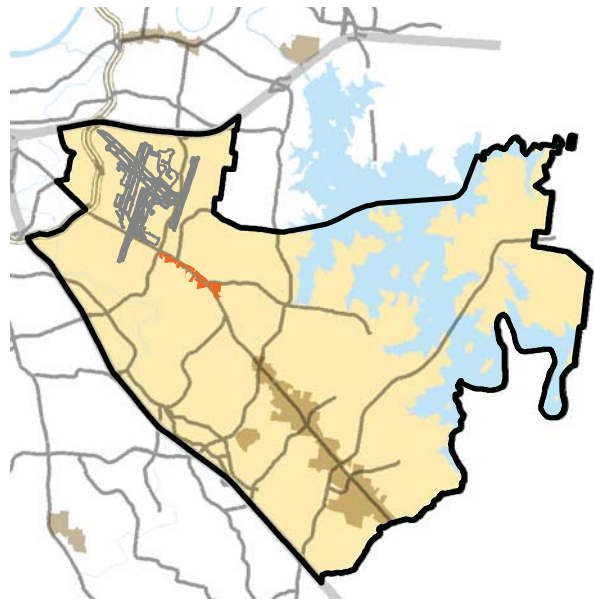
The Murfreesboro Pike UDO at Una Antioch envisions a walkable, suburban mixed use and office environment. The current zoning consists of commercial, residential, office and mixed use zoning. Over time, the community character from Harding Place Extension to Donelson Pike is expected to support land uses consistent with Office Concentration Policy while the area to the south (Franklin Limestone Rd. to Harding Place Extension) is expected to support land uses consistent with Suburban Mixed-Use Corridor Policy.

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**Current Zoning, Policy, and the Major and Collector Street Plan maps may be found online at <http://www.nashville.gov/Planning-Department.aspx>**



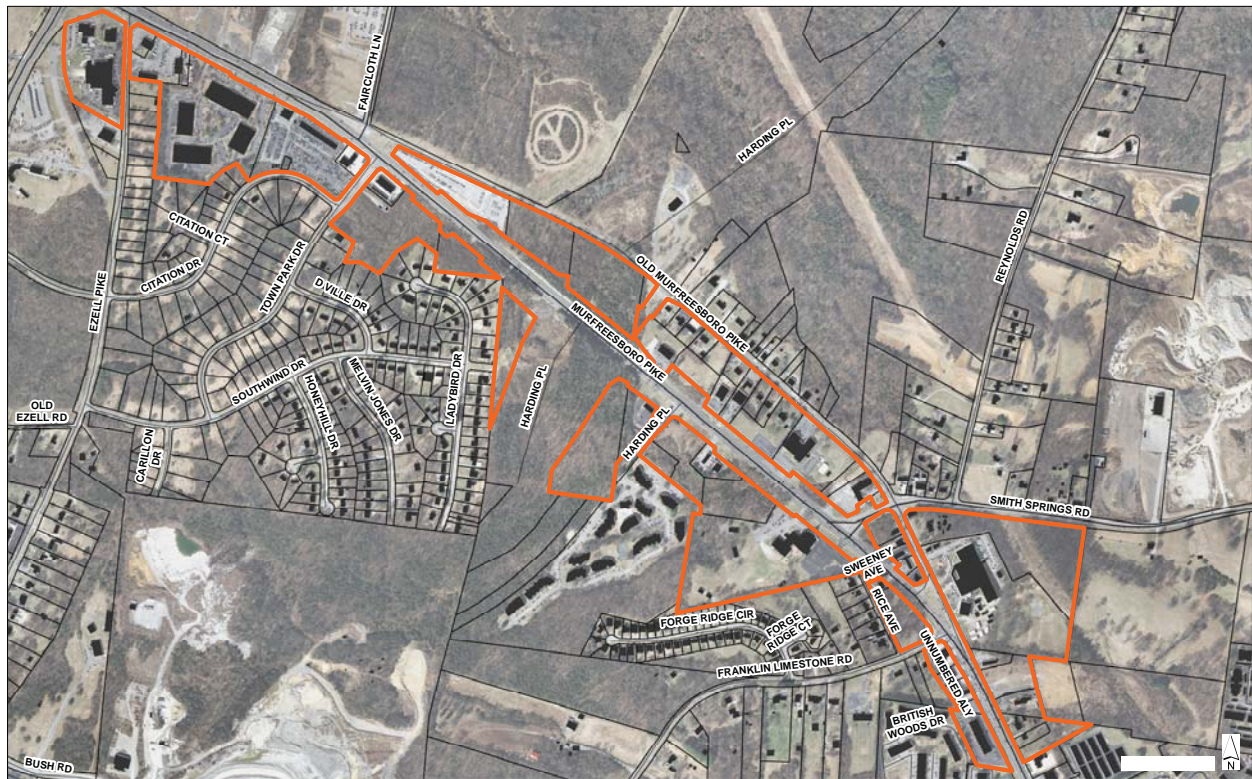
Davidson County Community Plan Areas with Antioch/Priest Lake Community Plan Area (in orange)



Antioch/Priest Lake Community Plan Area with Murfreesboro Pike UDO at Una Antioch (in orange)

# SECTION 1: Introduction

## Murfreesboro Pike UDO at Una Antioch Parcel Map





# SECTION 1: Introduction

## Photographic Examples



Reduced parking in front of building; high-finish building material; perimeter landscaping around parking



Joint-access road; high-quality landscaping; direct pedestrian connection to street frontage



Sidewalk and landscape strip separates parking and building



Bike rack provided for cyclists



# SECTION II: Application of Standards

How to Use This Document  
Compliance  
Process  
Modifications

# SECTION II: Application of Standards

## How to Use This Document

This document is to be used by developers, property owners, government officials, residents, and any individual who is interested in development or redevelopment of any property located within the UDO boundary.

A UDO is a zoning tool that requires unique physical design standards for development or redevelopment within a designated area that would otherwise not be ensured by the standard provisions of the zoning regulations. A UDO can modify base zoning standards such as setbacks, building height, floor area ratio, and parking per the provisions outlined in Section 17.36.320 of the Zoning Code. The standards established in this document vary from the underlying base zone district standards for the properties in the UDO. All provisions are regulatory in nature and have the same force and effect as the zoning regulations of the Metro Code. Any final plans submitted for approval under the UDO will be reviewed for adherence to these provisions and to the provisions of the base zoning that are not varied by the UDO.

The design standards established in the Murfreesboro Pike UDO at Una Antioch are intended to guide future development in a manner that addresses strategies for site design including placement, massing and orientation of buildings, architectural treatment, landscaping and screening, general access and parking, and signage. In some instances, desired standards that are beyond the authority of the zoning ordinance accompany the goals and objectives. These desired standards pertain to areas for which Metropolitan Government exercises final authority over design, construction and operation of facilities, such as public rights-of-way and stormwater detention and conveyance. The incorporation of these standards into any final development construction plans will depend on Metropolitan Government review for consistency with policies, laws, and related standards of various departments.

Within the UDO boundary area, there exist other regulations and design guidelines intended to work in conjunction with the UDO. Property owners and developers should consult with all departments and agencies during the development process to address any and all rules, regulations and policies. Property owners should consult with Metro Planning and Public

Works to make the necessary improvements to the streetscape in accordance with the Major and Collector Street Plan and the Strategic Plan for Sidewalks and Bikeways and Title 17.20.120 Provision of sidewalks.

Finally, there are some properties within the UDO boundary zoned Specific Plan (SP), within a Planned Unit Development (PUD) or within another UDO.

- If a property is zoned Specific Plan then all standards contained with the Specific Plan shall apply and the UDO standards would apply for any standard not addressed in the SP.
- If a property has a Planned Unit Development Overlay then the standards of the PUD shall apply and the UDO standards would apply for any standards not addressed in the PUD.
- If a property has a separate Urban Design Overlay then the standards of the separate UDO shall apply and the UDO standards herein would apply for any standard not addressed in the separate UDO.

# SECTION II: Application of Standards

## Compliance

**Full compliance with the UDO Standards shall be required for:**

- Property that is completely redeveloped and vacant property that is developed
- Any new structure that is built on a lot or parcel
- Building additions of 25% or greater than the existing building square footage. Additions must be in compliance with the UDO standards to the greatest extent possible.

**Compliance with the landscaping and screening standards and the sidewalk and streetscape provisions of the MCSP shall be required for:**

- Expansion(s) of the total building square footage between 10% and 25% of the total building square footage of all improvements on the lot prior to expansion.
- Site improvements wherein the value of any one building permit or the value of multiple building permits reaches 25% or more of the total value of all improvements on the lot prior to application for the building permit<sup>1</sup>.

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

**Compliance with the provisions for Signage shall apply when a sign permit is required, including the replacement of a sign panel, according to the following provisions:**

- New signs shall comply with all Signage Standards
- Existing single tenant signs shall be brought into compliance when a change to the sign requires a sign permit.
- Existing non-conforming signs shall not increase the degree of non-conformity.
- Existing multi-tenant signs of a type prohibited (pole-mounted, etc.) shall be permitted to only replace existing sign panels. Panels installed must be compliant with the illumination standards set forth by the UDO.

# SECTION II: Application of Standards

## Process and Modifications

### Process

Applicants are encouraged to contact Metro Planning Staff early on in the design and development process for a pre-application meeting. Where physical constraints exist on the site, planning staff will review alternate design solutions that achieve the intent of the UDO.

Prior to applying for a building permit, applicants shall apply for a UDO “Final Site Plan” application with the Planning Department. The “Final Site Plan” shall be reviewed and approved by all departments prior to the issuance of a building permit.

Following the approval of the Final Site Plan, a Final Plat may be required to establish lots, rights of way and easements.

### Modifications

The natural landscape and man-made environment may present difficulties in complying with some standards of the UDO. Where unique physical and/or site-specific constraints occur, 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 unique to the subject property and generally not prevalent to other properties in the general area, or have been created by the previous actions of any person having an interest in the property after the effective date of this ordinance.

Modifications may be granted to the UDO development standards, insofar that the intent of the standard is being met and the modification results in higher quality of urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties.

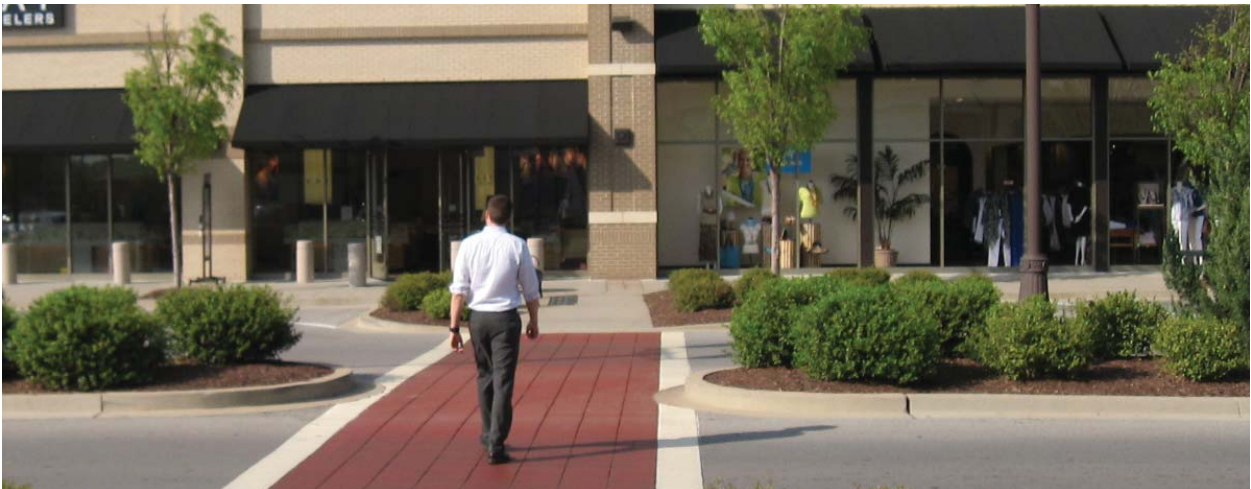
Modifications shall be approved by Planning Commission or its designee. Minor modifications – deviations of 20 percent or less – may be approved administratively by the Planning Commission’s designee with the approval of the Executive Director of the Planning Department. Any determination

made by the Planning Commission’s designee may be appealed to the Planning Commission within seven business days. Major Modifications – deviations of over 20 percent – shall be approved by the Planning Commission

## Photographic Examples



Vehicular driveways and pedestrian ways do not create conflict with one another



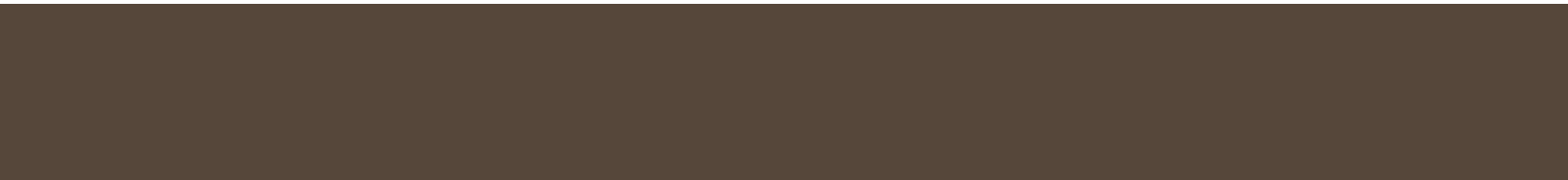
Safe pedestrian walkways are integrated into the site



High-quality building material and adequate windows



High-quality landscaping





# SECTION III

## Design Standards

Building Type Descriptions  
Development Standards  
Architectural Standards  
Parking and Access Standards  
Landscaping and Screening Standards  
Signage Standards

# SECTION III: Design Standards

## Building Type Descriptions

For the purpose of establishing bulk standards that are specific to the building's context and purpose, the following building types have been established:

**Residential Building Types** describe a structure exclusively for residential use. Various forms may range from the single-family home to cottages to townhouses and stacked flat buildings.

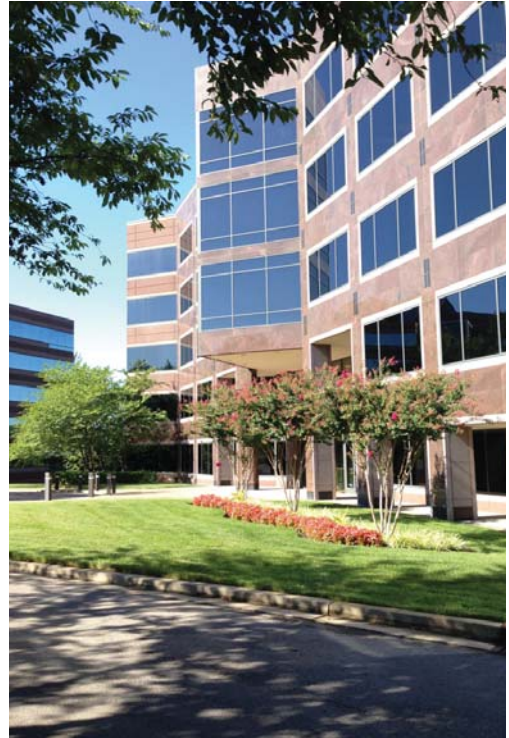
**Mixed Use or Non-Residential Building Types** may include mixed use, commercial, or office buildings. A mixed-use structure may provide a mix of commercial, office and/or residential uses, with the non-residential use on the ground floor.

**Civic Building Types** are inherently unique structures that are designed and constructed for community use or benefit by governmental, cultural, educational, public welfare, or religious organizations.

# SECTION III: Design Standards



Residential Building Type



Office Building Type



Mixed Use Building Type



Commercial Building Type



Civic Building Type

# SECTION III: Design Standards

## Development Standards

### Major and Collector Street Plan

The streetscape along Murfreesboro Pike shall be improved with the standard Furnishing Zone, Pedestrian Travelway, and Frontage Zone as specified by the Major and Collector Street Plan (MCSP).

**Setbacks:** Setbacks (or, build-to lines) are determined by the ground floor use - residential or non-residential. A setback range (minimum and maximum) is indicated for the front yard setbacks. The setback shall be measured from the back of the required MCSP sidewalk at the adjusted property line. If additional sidewalk is dedicated by the property owner, the setback shall be measured from the back of the new sidewalk. The front yard setback shall also apply to secondary street frontages.

**Facade Width:** The facade width is the dimension of building facade that is built within the setback range. The required facade width is determined by the building type and street type. The facade width standard shall only apply to the predominant street frontage and no minimum shall be required along a secondary frontage if the property is located at the intersection of two or more streets.

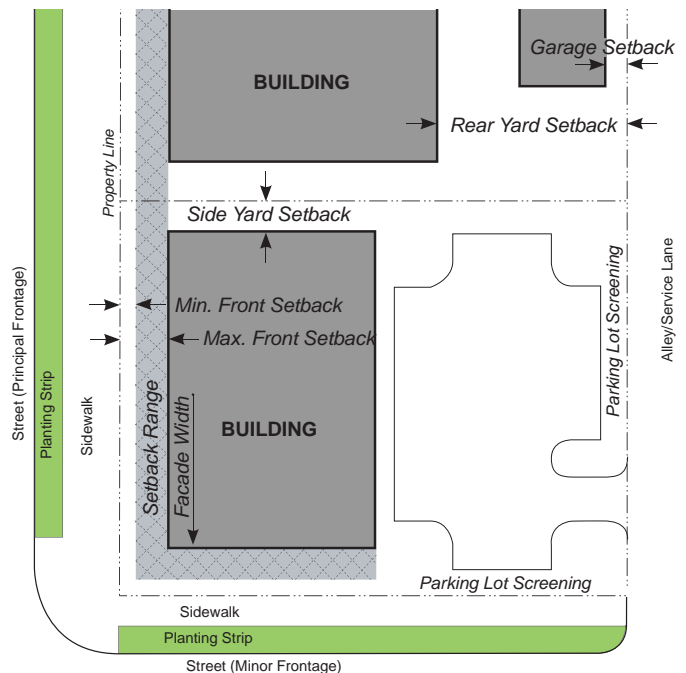
**Frontage:** Frontage is the specific way in which the building face orients to the street. Buildings shall front onto a public right-of-way (excluding alleys) or open space with a pedestrian way.

**Principal and Minor Frontages:** Every property shall establish one principal frontage. Properties with frontage conditions along Murfreesboro Pike shall establish Murfreesboro Pike as the principal frontage. When a lot fronts more than one street, Murfreesboro Pike shall be treated as the principal frontage and the remaining street(s) shall be treated as the minor frontage.

There are some lots with frontage on both Murfreesboro Pike and Old Murfreesboro Pike. In these instances, Murfreesboro Pike shall be considered principal frontage; however, planning staff may grant modifications based on physical constraints to the site.

There are some lots with frontage conditions on a corner where Murfreesboro Pike intersects another street. In these instances the principal frontage shall be given to Murfreesboro Pike.

All buildings shall have at least one pedestrian entrance on the principal frontage. This may be access to a lobby shared by individual tenants. Corner entrances are appropriate on corner lots.



**Setbacks, Facade Width,  
Principal and Minor  
Frontage**

# SECTION III: Design Standards

## Development Standards Table

Development Standard	Residential Building Type	Mixed-use or Commercial Building Type	Office Building Type	Civic Building Type
Front Yard Setback - Primary Street <sup>1, 2</sup>	20' Min - 80' Max	5' Min - 80' Max		
Minimum Facade Width	45% of the lot must be occupied by building			
Side Yard Setback <sup>3</sup>	5' Min	5' Min, 0' if developed with adjacent properties	5' Min	
Rear Yard Setback <sup>4, 5</sup>	5' Min	5' Min, 20' if developed with adjacent properties	5' Min	
Maximum Building Height <sup>6</sup>	3 Stories in 45 feet			
First Floor Height	N/A	One Story: 16' Multi-Story: 14'		

<sup>1</sup> EXCEPTIONS TO FRONT YARD SETBACK: Exceptions may be made for recesses up to 5' for articulation of the building façade and up to 20' for outdoor seating areas.

<sup>2</sup> FRONT SETBACK ON CORNER LOT: For corner lots, front yard setback shall apply for both streets.

<sup>3</sup> EXCEPTIONS TO SIDE YARD SETBACKS: Setbacks between townhouse units may be 0 ft.

<sup>4</sup> REAR YARD SETBACK EXCEPTION: Development abutting property with an existing residential use shall comply with the applicable buffer yard standards of Title 17.

<sup>5</sup> ALLEY IMPROVEMENTS: Where an existing alley exists along the rear or side of a property, improvements to the alley shall be required in accordance with Metro standards.

<sup>6</sup> BUILDING HEIGHT CALCULATION: Building height shall be measured from the average grade along the front property line to the top of eave or parapet. When buildings are set back from sidewalk more than 20 feet, height shall be measured from the average grade at the building setback.

# SECTION III: Design Standards

## Architectural Standards

### Glazing

Glazing requirements shall apply to the principal frontage. The facade area for glazing shall be calculated as follows:

- Non-residential first floor: façade area shall be measured from the average grade at the sidewalk to 16 feet above grade.
- Residential first floor and all upper floors: façade area shall be measured from finished floor elevation to finished floor elevation.
- The glazing requirements shall apply to both facades for buildings on corner lots fronting on two streets.

### Materials

Building fronts must be built or clad with a high-finish material, such as (but not limited to): brick, brick veneer, stone, and hardy board.

The following materials are prohibited: plywood, plastics, unfinished concrete block, metal buildings, vinyl siding, E.I.F.S.

Primary façade materials shall not change at outside corners and shall wrap the corner a minimum of 10 feet.

Remaining wall area to be clad in brick, stone, wood siding, shingles, fiber cement or stucco

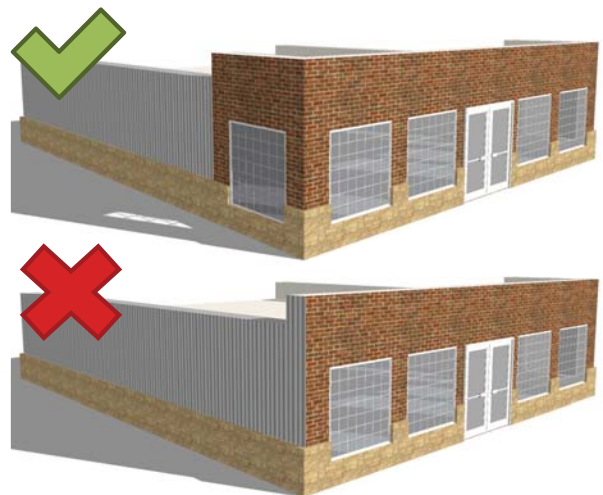
### Auto-Oriented Canopies and Awnings

The design of auto-oriented canopies and awnings and their components shall be architecturally integrated with the main building using similar colors, materials, and architectural detailing.

Auto-oriented canopies and awnings, for uses such as drive-thrus and gas station pumps, shall not be considered the main building on the principal frontage but may be attached to a main building according to the following:

- Auto-oriented canopies and awnings shall be considered secondary to the main building. The main building shall comply with all frontage standards.

- The canopy and/or awning shall be located to the side or rear of the main building.
- The setback for the canopy and/or awning shall be a minimum of 15 feet from the back of the Build-to Zone.



**Corners must be wrapped to a depth of 10 feet with a high-finish material**

# SECTION III: Design Standards

## Architectural Standards Table

Architectural Standard	Residential Building Type <small>1, 2, 3</small>	Mixed-use or Commercial Building Type	Office Building Type	Civic Building Type
Glazing Requirements	N/A	Ground Floor: 40% Upper Floors: 25%		N/A
Materials	Structure must be built or clad with a high finish material that doesn't terminate at the corner. Material must wrap around the corner at least 10'.			
Auto-Oriented Canopies & Awnings	N/A	Canopy and/or awning shall be located to the side or rear of main building. Canopy and/or awning shall setback Min 15' from Build-to Zone.		N/A

1 COMMON OPEN SPACE FRONTAGE: For residential housing types such as townhouse courts, cottage courts, and courtyard flats that front onto a common open space, the following shall apply:

- a. The width of the open space, measured between buildings, shall be no less than the height of the buildings, measured to the bottom of the eave or top of parapet.
- b. Dwellings shall abut a minimum of two sides of the central open space.
- c. Parking, driveways, and detention areas shall not be located within the central open space. Exceptions may be permitted for stormwater elements such as rain gardens and bioswales when incorporated as a design element.
- d. Parking adjacent to the open space shall be separated from it by vegetation or architectural screening.
- e. Interior sidewalks, a minimum of 5 feet wide, shall connect all units to the sidewalks at the street frontage and the parking areas.

2 RAISED FOUNDATION: A raised foundation (minimum of 18") shall be incorporated into residential building types.

3 PERMITTED ENCROACHMENTS:

- a. Balconies, stoops, porches, and bay windows shall not encroach beyond the front setback.
- b. Porches shall be a minimum of six feet deep.
- c. Stoops and balconies shall be a minimum of five feet deep.
- d. Entry stairs, awnings, and canopies may encroach beyond the front setback, but shall not encroach into the public right-of-way without proper permitting from Metro Public Works.

# SECTION III: Design Standards

## Parking and Access Standards

### Driveway Access

One driveway shall be allowed per property street frontage if no other access options are available. Two driveways per property street frontage are allowed for parcels with 400 or more feet of frontage. Joint and Cross Access provisions are required.

### Cross Access and Joint Access

Cross Access, which allows for vehicles to pass between properties without entering the public right-of-way, and/or Joint Access, a shared driveway providing access to multiple properties via one driveway, shall be required. An easement agreement which provides for the mutual right of ingress and egress for both property owners shall be recorded with the Register of Deeds and be referenced on a final plat and in any restrictive covenants, and shall be referenced on the site plan.

### Pedestrian Access

Safe and accessible walkways for pedestrians shall be provided in accordance with the following performance measures. Buildings fronting a public street shall have a minimum of one pedestrian entrance along the street for every 150 feet of building frontage. A direct connection must be provided from the public sidewalk along the principal frontage to the buildings primary entrance. Vehicular access points and on-site vehicular circulation shall be designed so that conflicts between pedestrians and vehicles are avoided. Pedestrian ways shall be incorporated into parking lots that consist of multiple bays of parking and connect to the main entrance of the building.

### Drive-Through Lanes

Queuing or stacking lanes used for areas such as drive-throughs shall be located to the side or rear of the main building.

If drive-throughs are located to the side of buildings, their width shall be limited to two lanes and the pick-up window shall be setback from the front façade by a minimum of 20 feet. In no case shall drive-throughs be located at the corner of two public streets.

### Vehicular Drop-offs

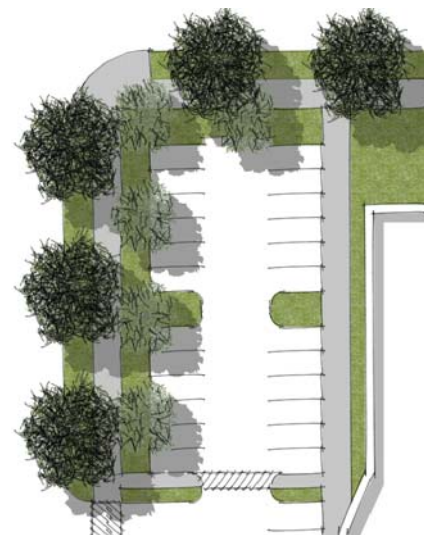
Vehicular drop-off areas shall limit the impact of conflicts between vehicles and pedestrians and be articulated through paving patterns, bollards, landscaping and other means.

### Shared Parking

Shared parking areas may be used for areas within this UDO in accordance with Metro Code Section 17.20.100.

### Bicycle Parking

Bicycle Parking shall be provided for all principal uses located within the UDO per Metro Code Section 17.20.135 and Table 17.20.135 - Bicycle Parking Requirements.



**One module of parking (two rows and a drive aisle) is permitted between the building and the street.**



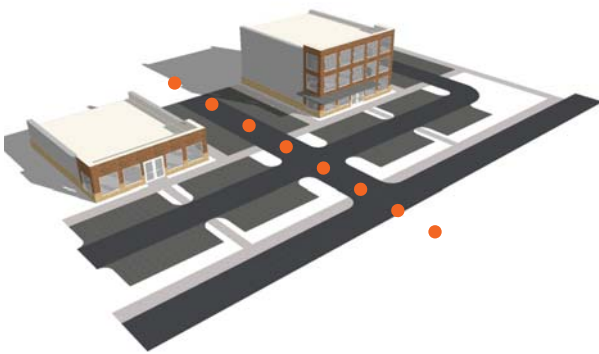
# SECTION III: Design Standards

## Parking and Access Standards Table

Parking Standard	Residential Building Type	Mixed-use or Commercial Building Type	Office Building Type	Civic Building Type
Parking Location	Parking shall be located behind, beside or beneath buildings. <sup>1</sup>			
Parking Setback	Parking areas that accommodate 4 or more vehicles shall be separated from buildings a minimum of 8 feet in order to accommodate a sidewalk and planting area.			
Parking Structure Setback	Parking Structures shall be set back from alleys and streets a minimum of 5 feet.			
Parking Structure Liner Building	The ground floor of any parking structure that fronts an at-grade public street (excluding alleys) shall be set behind a liner building with a minimum depth of 15 feet so the parking structure is not visible from the street except at the point of a drive way access.			
Number of Parking Spaces	The parking standards for the underlying zoning districts shall apply in this UDO except for office uses. Office Uses are required a minimum of 1 parking space per 500 square feet of floor space.			

<sup>1</sup> One module of parking (two rows and a drive aisle) is permitted within the front setback area between the building and right-of-way.

### Joint and Cross Access



**Joint Access:** Properties share an access point creating a unified entrance/exit for multiple properties



**Cross Access:** Properties utilize a connection between parking lots to allow for traffic flow on-site on off the major road.

# SECTION III: Design Standards

## Landscaping and Screening Standards

### Public Right-of-Way Landscape Standards

For landscape strips within public right-of-way along public streets, open space and side lot lines, shade-producing street trees must be provided in a planting strip in the public right-of-way along the entire frontage. The following shall apply:

- Street trees shall be planted every 50 feet on center and shall be a minimum of 2 inches in caliper and 6 feet in height at planting.
- Tree and shrub species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List or an alternative species deemed appropriate by the Urban Forester.
- Low Impact Development strategies should be used for hardscaped areas, including parking and drive lanes per Metro Low Impact Development Manual.

### Perimeter Landscaping Standards for Surface Parking

The following requirements shall apply to all surface parking lots that have five or more parking spaces or are larger than one thousand square feet.

Parking areas and driveways shall be separated from the edge of the right-of-way by a perimeter landscape strip a minimum of 10 feet wide and planted with evergreen shrubs to screen parking area.

Parking areas shall be separated from adjacent side lot lines by a perimeter landscape strip at least 5 feet in width.

All shrubs shall be a minimum of 2 feet, 6 inches in height at the time of installation, forming a hedge that provides screening year-round and shall be maintained at a maximum height of 3 feet.

A minimum of one tree shall be preserved or planted in the perimeter strip for each 30 feet of parking area perimeter, or portion thereof.

### Interior Landscaping Requirements for Surface Parking

For parking areas with more than ten thousand square

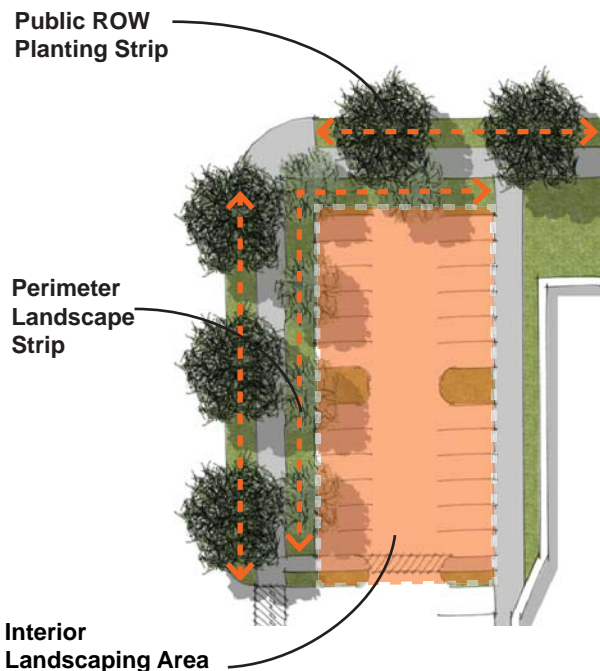
feet in total area at least eight percent of the gross area of the parking area shall be landscaped. Interior planting areas are to be located within or adjacent to the parking area as tree islands, at the end of parking bays or inside eight foot wide or greater medians (where the median area is to be included as a part of the calculations for the interior planting area).

- A landscape island at least 8 feet in width is required between every 10 contiguous park spaces.
- Planting islands including flowers, ground cover and shrubs shall be provided at vehicular access points to external streets.
- Low Impact Development Strategies, such as pervious pavement, should be incorporated into the surface parking design to maximize on-site infiltration of stormwater per Metro Low Impact Development Manual.

### Screening for Service and Utility Areas

The following service and utility elements shall be located out of view from public streets, pedestrian corridors, and open spaces:

- All utility equipment (such as HVAC and ventilation systems, meters and panels) shall not be allowed along the frontage of a public street



# SECTION III: Design Standards

and shall be located on the roof, to the rear or side of buildings, or otherwise visually screened from the street. Equipment located on the roof shall be screened from view from public streets.

- All service areas (such as areas used for solid waste, recycling, grease traps, loading/receiving or maintenance) shall be located at the rear or side of the building and shall be screened to minimize sound and visibility from abutting residences.

Utility and Service areas shall be fully screened at all times. Screening should be compatible with the style, materials, and colors of the principal building on the same lot using one of the following methods:

### Vegetative Materials:

Trees or shrubs shall be evergreen with a minimum height no less than thirty inches in height at time of planting and spaced necessary to fully screen area. Vegetative material shall be located immediately adjacent to the element being screened in a planting area a minimum of four feet wide.

### Fencing and Walls:

Fences and walls shall be a minimum of 16 inches higher than the element being screened.

Fences and walls located within the front setback or between the building and the street shall be constructed of wood, brick, masonry, ornamental iron or aluminium, or similar sustainable material and shall not exceed 4 feet in height. Chain-link fencing shall not be permitted within the front setback or area between the building and the street. Fences and walls along rear lot lines, behind a principal building, and along side property lines not fronting a street shall not exceed 8 feet in height. All fences shall be installed so that the finished side faces outward; all bracing shall be on the inside of the fence.

Note that in order to properly locate and screen mechanical equipment, approval may be required from Metro Water Services, NES, and/or Metro Codes.

### Parapet Walls or Integrated Building Elements:

Parapet walls or integrated building elements (such as knee walls, alcoves, wing walls, roof extensions, etc.) may also be used to enclose site features required to be screened.

## Landscaping and Screening Standards Table

<b>Public ROW Landscaping Standard</b> <sup>1</sup>	
Number of Street Trees Required	1 per 50 FT
<b>Perimeter Landscaping Standard</b> <sup>2</sup>	
MIN Perimeter Landscape width along ROW	10 FT
MIN Perimeter Landscape width along side lot line	5 FT
Number of Trees Required	1 per 30 FT
<b>Interior Landscaping Standard</b> <sup>3</sup>	
Percentage of Interior Planting Required	10 % of gross area of parking area
Number of Landscape Islands Required	(1) 8 FT - wide island for every 10 contiguous parking spaces
<b>Screening Standard</b>	
MIN distance between top of screening and item to be screened	16 IN
MAX Height within front setback or between building and public street	4 FT
MAX Height along rear lot line, or behind primary building	8 FT

1. Understory trees shall be utilized in areas in conflict with overhead utility lines.

2. Perimeter landscaping strips that include a fence or wall may be reduced to 7 feet wide and the evergreen shrubs may be deleted in lieu of other plant material.

- The wall shall be between 2 feet, 6 inches and 4 feet in height
- The fence shall be a minimum of 3 feet in height and a maximum of 4 feet in height and be a minimum of 30 percent transparent
- Fences and walls shall be placed at the back of the planting strip, so any vegetation is between the wall or fence and the sidewalk.

3. INTERIOR LANDSCAPING AREA CALCULATION: Interior landscaping area shall be measured to include all parking spaces, drive aisles, and landscape islands.

# SECTION III: Design Standards

## Signage Standards

The Signage Standards of this UDO allow each business to communicate its message clearly without detracting from the envisioned visual character of the area. Signage should be attractive, appropriately scaled, and contribute positively to the surroundings without producing visual clutter.

### Applicability

These sign regulations apply to all properties within this UDO. In addition to the enhanced standards of this section, signage shall comply with the following sections of Metro Zoning Code:

- Section 17.04.06 - Definitions of general terms
- Chapter 17.32 - Sign Regulations

### Sign Permit Applications

Applications for sign permits shall be made with the Codes Department. Applicants for sign permits shall submit the following information. Incomplete applications will not be accepted.

- Design and details of the signage depicting size and shape (including height, width and depth), anchoring, materials, lighting and other data necessary to determine compliance with the requirements of this section and with the requirements of the Metropolitan Building Code and the Metropolitan electrical code. Additional information may be required by Metro Codes.
- Drawings and specifications, including building elevations or artist's rendering depicting the sign faces, and dimensions indicating sign placement on the building.
- For ground signs and signs seeking a ROW encroachment, the distance of the signs from the corner of the building or property line should be included.
- A site plan, drawn to scale, depicting the location of the proposed signage and all relevant features of the site, including location and size of other regulated signs.
- The property address, applicant and sign designer's name and contact information.

### Common Signage Plan

A common signage plan regulates signage for multiple businesses or tenants within one building or complex. A common signage plan is mandatory for all new developments and sign Modifications and shall:

- Provide for consistency among signs with regard to at least four of the following: materials; location of each sign on the building; sign proportions; color scheme; lighting; lettering or graphic style.
- Establish an allowable area of signage for existing and future tenants with regard to all allowed sign types.
- Indicate existing nonconforming signs as well as the amount and location of on-premises signage to be allocated to each tenant under the new plan.

### Nonconforming Signs

Sections 17.40.660 - Nonconforming Structures and 17.40.690 - Nonconforming Signs of the Metro Zoning Code apply. This section further clarifies them.

**Building Signs:** A sign shall be brought into compliance with the provisions of the above mentioned sections if a sign permit is required to rebuild the sign. This does not include a panel change in a non-conforming cabinet sign, which shall be permitted. All new panels shall conform to all illumination standards herein.

**Ground Signs:** An existing ground sign may change the face or panel of a sign that doesn't meet the area or height standards within this section. However, in no instance shall there be an increase in the degree of nonconformity. All new panels shall conform to all illumination standards herein.

A sign shall be brought into compliance with the provisions of this title if at any time the sign is altered, repaired, restored or rebuilt to the extent that the cost exceeds fifty percent (50%) of the estimated replacement cost of the sign (in current dollar value). All permits within any six consecutive calendar months shall be aggregated for purposes of measuring the fifty percent standard.

# SECTION III: Design Standards

## **Prohibited Signs**

Billboards are prohibited.

## **Exempt Signs**

Every restaurant use is permitted one Menu sign to be placed on the building adjacent to the main entry.

## **Voluntary Removal of a Legally Non-conforming Ground Sign**

Any property voluntarily removing a legally non-conforming ground sign shall be permitted to a bonus to one hundred fifty percent (150%) of the building sign area allocated to the property. For example, if a property is allocated 200 SF of building sign area, the property will be allowed 300 SF of building sign area if a legally non-conforming ground sign is removed.

## **Other Sign Types**

Auto-oriented canopy/awning signs: The allocation of signage for auto-oriented canopies and awnings shall be measured as wall signs and shall only be used on the canopy/awning. Externally lit signage using uplighting, downlighting, or back lighting techniques shall be permitted.

## **Permitted Sign Standards for Multi-Tenant Buildings**

Each multi-tenant principal building may display not more than two on-premises building signs with a combined sign area of not more than thirty-two square feet.

Each single-tenant of a multi-tenant complex may display on-premises building signs on any exterior viewed portion of the complex that is part of the tenant's unit. The total area for all combined signage shall not exceed fifteen percent (15%) of the Façade Area.<sup>1</sup>

## **Permitted Sign Standards for Single-Tenant Buildings**

Single-tenant buildings may display on-premise building signs on any exterior viewed portion of the building.

<sup>1</sup> FACADE AREA CALCULATION: Façade Area shall be calculated by multiplying the length of the tenant façade (measured either from the edge of building or centerline of structure) by a height of 16 feet.

The total area for all combined signage shall not exceed fifteen percent (15%) of the façade area for the public entry side or a maximum of 128 square feet, whichever is greater.

## **General Design Standards**

Signs shall not obscure architectural features or details including, but not limited to, fenestration details, doors, or cornices.

## **Materials**

All permanent, on-premises signs shall be constructed of a rigid, weatherable material such as hard plastic, wood, MDO plywood, aluminum, steel, PVC, glass and/or Plexiglas. On-premises, permanent signs shall not be constructed of nonrigid materials including, but not limited to, vinyl, fabric, canvas, or corrugated plastic. The provisions of this subsection shall not apply to approved, permitted canopies, awnings, and porticoes.

## **Illumination**

Externally lit signage using uplighting, downlighting, or back lighting techniques shall be permitted. External lighting sources shall be directed and shielded so that they do not produce glare off the site or on any object other than the sign. Bulbs should not be visible.

Internal lighting shall be permitted to illuminate letters and logotype only. Sign backgrounds shall be opaque.

Portions of signs with manual changeable copy may be internally lit to illuminate the background of the sign.

Transformer and other mechanical equipment related to sign illumination shall be located inside the building or otherwise concealed from public view. Exposed raceways must be colored to match the sign or the building wall that the sign is attached to.

# SECTION III: Design Standards

## Signage Standards Sign Types



### Permitted Building Signage Types

**Wall Sign:** a building sign that is attached flat to, or mounted away from but parallel to, the building facade. A wall sign may be painted on the building facade.

**Projecting Sign:** a building sign that projects outward from the facade, typically at a ninety degree angle. Projecting signs are typically, but not always, vertically oriented and generally mounted above the first floor.

**Shingle Sign:** a smaller building sign projects outward, typically at a ninety degree angle, and hangs from a bracket or support that is located over or near a building entrance.

**Awning Sign:** a building sign that includes graphics or symbols that are painted, sewn, or otherwise adhered to the awning material as an integrated part of the awning itself.

**Canopy Sign:** a building sign that is attached above, below or to the face of a canopy.

**Window Sign:** any sign attached to or directly applied on a window or glass door; intended for viewing from the exterior.

### Permitted Ground Signage Types

**Monument Sign:** a low lying ground sign that is attached along its entire length to a continuous pedestal.

**Pillar Sign:** an elevated ground sign supported by two vertical posts. The entire sign area shall be contained between the posts.

1 RIGHT-OF-WAY ENCROACHMENT: Any sign that encroaches on a public right-of-way must meet Metropolitan Government's current clearance standards and the encroachment must first be approved under the mandatory referral process.

2 Maximum of one Ground Sign permitted per street frontage.

3 Properties with greater than 400 feet of frontage shall be permitted two ground signs. Signs on a single property shall be spaced a minimum of 100 feet apart.

4 No building sign shall protrude over the top of the parapet or eave of the main roof of a structure

5 FACADE AREA CALCULATION: The facade area for the purpose of calculating permitted on-premises building sign area may be determined as follows:

1. For single-story buildings, the area of the facade shall be calculated as the true structural building facade exclusive of roofs, parapets, and false facia. Parapets of a uniform height on three sides of a structure and of a similar and uniform building material may be included in the facade areas, but decorative parapet extensions of irregular height are excluded.

2. For multi-storied buildings, the facade area shall be calculated by multiplying the length of the tenant facade (measured either from the edge of building or centerline of structure) by a height of 16 feet.

# SECTION III: Design Standards

## Signage Standards Table

### Building Signage Table for Non-Residential Building Types <sup>1</sup>

Sign Type	Maximum Display Surface of Individual Sign	Maximum Height	Maximum Projection	Specifications
Wall Sign <sup>4, 5</sup>	5% of the Facade Area on the public entry side or a maximum of 64 SF for single story buildings and 84 SF for multi-story buildings, whichever is less	Below top of parapet / eave	N/A	N/A
Projecting Sign <sup>4</sup>	12 SF	Below 2nd story FFE or below top of parapet / eave, whichever is less	6 FT from building facade	Minimum clearance is 8 FT or 10 FT within 10 FT of the right-of-way
Projecting Sign (2nd Story and above) <sup>4, 5</sup>	5% of the Facade Area on the public entry side or a maximum of 64 SF, whichever is less	Below top of parapet / eave	N/A	
Awning Sign <sup>4</sup>	40% of all visible faces	N/A		
Canopy Sign <sup>4, 5</sup>	5% of the Facade Area on the public entry side or a maximum of 64 SF for single story buildings and 84 SF for multi-story buildings, whichever is less	2 feet	13 inches	For exposed raceways, maximum height shall be 50% of the letter height, or if the raceway is used as the sign background, the raceway may extend 3 inches beyond the largest part of the sign.
Window Sign	15% of window area	N/A		On 1st and 2nd story only

### Ground Signage Table for Non-Residential Building Types <sup>1</sup>

Sign Type	Number Permitted	Maximum Display Surface of Individual Sign	Maximum Height	Minimum Setback from Side Property	Specifications
Monument <sup>2,3</sup>	1 per street frontage	48 SF	7 FT or 2.5 FT within 15 FT of a driveway	N/A	N/A
Freestanding Pillar <sup>2,3</sup>	1 per arterial street frontage for buildings with a setback greater than 15 FT		20 FT	6 FT from building facade	None of the signage area may extend above the masonry pillars

### Signage Table for Residential Building Types <sup>1</sup>

Sign Type	Number Permitted	Maximum Display Surface of Individual Sign	Maximum Height	Maximum Projection	Specifications
Ground <sup>2,3</sup>	1 per street frontage	20 SF	5 FT or 2.5 FT within 15 FT of a driveway	N/A	A low wall may be substituted for a monument sign
Building (3 - 15 units) <sup>4</sup>	1 flush building sign per street facade	6 SF	Below 2nd story Finished Floor Elevation or below top of parapet / eave		Signs shall not include internal lighting
Building (16 or more units) <sup>4</sup>		20 SF			

