

**BEAMAN AUTOMOTIVE -MIDTOWN URBAN DESIGN OVERLAY**

**Case No. 2022UD-001-001**

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## Document Contact Information

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Planning Department staff provides consultations for developing within the Beaman Automotive-Midtown Urban Design Overlay. Email [Planningstaff@nashville.gov](mailto:Planningstaff@nashville.gov) or call (615) 862-7190 to schedule a meeting.

# BEAMAN AUTOMOTIVE -MIDTOWN URBAN DESIGN OVERLAY

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## SECTION I: INTRODUCTION

# SECTION I: INTRODUCTION

## INTRODUCTION

### HISTORY AND OVERVIEW

Music Row began in the 1950s and since then the “Row” has encompassed a concentration of recording studios, record label offices, licensing firms, and broadcast operations that have shaped a global cultural trend.

With songwriters, producers, technicians, and other music industry professionals walking to meetings and sessions or doing lunch, Music Row feels a lot like a college campus. The residential character provides a haven for publishers and others that host creatives to write lyrics and music. The streets, front lawns, open spaces, and landscaping form an inviting setting for collaboration. This “sense of place” distinctly influences how social interactions occur, how people move about the area, how safety and security are perceived, and how the physical environment contributes to the inspirational aspect of being on “the Row.”

The area proposed for this UDO is on the outskirts of Music Row located along a major arterial roadway into the City, Broadway. Broadway is one of the most recognizable streets in Nashville with identities from bars and music venues to cultural institutions and numerous landmarks past and present along its length. 1525 Broadway, the site, is shaped by multiple important Nashville histories and central to the next generation of Nashville’s transformation. Though known largely as a parking lot today, and predominantly dominated by light industrial and automotive uses, just below the surface lies a deep limestone base with nearly 40’ of grade change on the site.

The site for this UDO is included within the Music Row Vision Plan and it is bookended on the east by Interstate-40 and the 25-story SkyHouse Nashville on the west. Properties here are predominately zoned MUI-A, one of the most intense zoning districts in Nashville, and located across Broadway from the approved 400-foot tower development currently known as Broadwest. The area serves as a gateway to the Gulch, Midtown, and Downtown. It is intended to promote growth with high-rise development containing a mixture of uses and commercial activity and retail activity. The area offers a high-energy urban experience with towers activated by engaging and inviting ground-floor retail. A diverse mix of office, residential, retail, hotel, restaurants, and bars make this area a center of activity around the clock.

## SECTION I: INTRODUCTION

### INTENT

The goals of the Urban Design Overlay are as follows:

- Establish a compact mixed use development pattern that transitions in scale from the downtown core to West End and which responds appropriately in scale to the Development on the northern side of Broadway.
- Encourage that buildings are oriented to and linked by a cohesive pedestrian system.
- Encourage a balance of transportation options for pedestrians, bicycles, vehicles and transit.
- Encourage a high level of pedestrian-generating activity and retail uses along streets and a pedestrian friendly environment.
- Encourage environmentally sensitive development and open space that creates a campus like atmosphere that encourages music collaboration.
- Encourage the majority of the parking, loading and unloading and deliveries and drop-offs to be located below grade, if possible, to further facilitate the campus like atmosphere that is safe for pedestrians.
- Encourage music-oriented businesses and accessory or ancillary uses for music-oriented businesses.
- Encourage the use of public art.
- Locate a significant number of housing units within the development to support a live, work and play environment.

# SECTION I: INTRODUCTION

## Location

Beaman Automotive - Midtown UDO



## **SECTION I: INTRODUCTION**

### **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. If a final plan is consistent with the UDO and the zoning standards it can be approved administratively by the Executive Director as expressed in the Planning Commission's bylaws and as clarified here.

The design standards established in the UDO are intended to direct 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.

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.

### **OVERLAPPING PLANS**

Within the UDO boundary area, there may 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 NDOT to make

## **SECTION I: INTRODUCTION**

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.

- Final construction drawings shall comply with the design regulations established by NDOT, in effect at the time of the approval of the preliminary development plan. Final design may vary based on field conditions.



## **SECTION I: INTRODUCTION**

### **SUBDISTRICTS**

The Beaman Automotive- Midtown UDO is organized by Subdistricts, as identified on the Regulating Plan. Subdistricts are smaller districts within the larger UDO area that are envisioned to have unique character and development standards.

To determine the standards which apply to a particular property:

- On the Regulating Plan, identify the Subdistrict in which the property is located.
- Consult the Subdistrict Standards section for the development standards relevant to the Subdistrict.
- Consult the General Standards section for guidance on development standards for all Subdistricts.

## SECTION I: INTRODUCTION

# COMPLIANCE, MODIFICATIONS AND DESIGN REVIEW

## COMPLIANCE

All provisions of the Metro Zoning Code shall apply, unless otherwise addressed by the Beaman Automotive- Midtown UDO standards. The UDO standards shall apply as follows:

**New development:** Full Compliance with all standards of the UDO.

**An addition to the square footage of an existing building:** The addition shall be in compliance with the applicable standards of the UDO and shall not increase any degree of non-conformity.

**A new structure on a lot with existing building(s):** The new structure shall be in compliance with applicable standards of the UDO and shall not increase any degree of non-conformity.

**Signage compliance:** Signage is per base Zoning District with review via the Codes Department.

## MODIFICATIONS TO THE STANDARDS:

An applicant may seek modifications to the standards of this document. Any standard within the UDO may be modified, insofar as the intent of the standard is being met, the modification results in an equal or better urban design for the neighborhood as a whole, and the modification does not impede or burden existing or future development of adjacent properties. Modifications to the maximum building heights shall not be permitted outside the standards set forth in Section III, General Standards.

The Beaman Automotive Midtown UDO, the Midtown Community Plan, KCI's Midtown Mobility Study, the Major Street and Collector Plan, and any other policies and regulations from governing agencies shall be consulted when considering modifications.

Modifications may be approved by Planning staff or the Planning Commission:

## **SECTION I: INTRODUCTION**

- Minor modifications – deviations of 20 percent or less, or minor deviations in non-numerical standards – may be approved by Planning Staff.
- Any determination made by the Planning Staff may be appealed to the Planning Commission by the applicant.
- Major modifications – deviations of more than 20 percent—and major deviations from non-numerical standards may be approved by the Planning Commission.

## **VARIANCES AND SPECIAL EXCEPTIONS**

Variances and special exceptions that are not specifically for standards of the Beaman Automotive-Midtown UDO shall follow the procedures of the applicable chapters of the Zoning Code.

## **CIVIC BUILDINGS**

For Civic Buildings within the UDO:

- The Metro Planning Commission or its designee shall make the final determination of compliance with the UDO standards.

## SECTION II: REGULATING PLAN

### ILLUSTRATIVE PLAN

The plan area serves as a gateway to the Gulch, Midtown, Music Row and Downtown. It is intended to promote growth with high-rise development containing a mixture of uses and commercial activity that creates a vibrant cohesive campus-like development that is consistent with many of the principles expressed in the Music Row Vision Plan. The area offers space for high rise tower developments that are activated by engaging and inviting ground-floor retail, centralized pedestrian access points (signified by the pavilion housing vertical transportation shown on the illustrative plan), and an overall layout that creates a campus-like experience which will support the collaborative high energy environment on Music Row.

## SECTION II: REGULATING PLAN

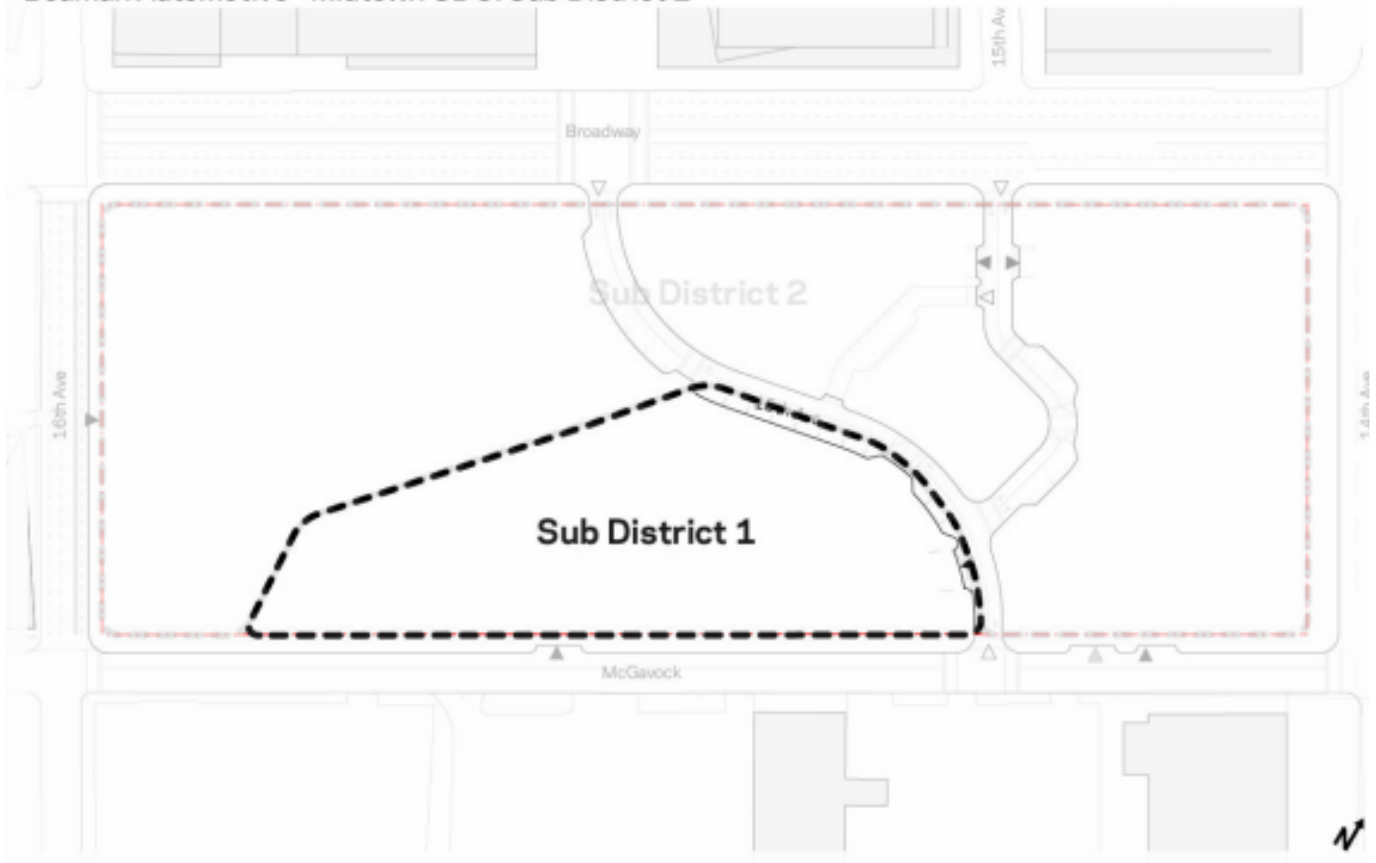
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### REGULATING PLAN

The Regulating Plan is the official zoning map of the UDO. The Regulating Plan shows the two (2) Subdistricts that govern the development standards for each property.

# SUBDISTRICT 1 REGULATING PLAN

Beaman Automotive - Midtown UDO: Sub District 1



## SECTION II: REGULATING PLAN

### Subdistrict 1: Building Regulations

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#### Floor Area Ratio (FAR)

12 FAR                      Above grade parking excluded

#### Frontage

- A. Build-to Zone                      0'-10'
- B. Façade Width
  - Arterial Street                      80% of lot frontage min.
  - Collector Street                      60% of lot frontage min.
  - Local Street                          60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

- C. Min. Building Depth              15' from building façade

#### Height

- D. Min.                                      14'
- E. Max.                                      25 stories or 315 feet, whichever is greater

Step-back                      Required from property line

- F. Min. step-back depth              10'

#### Side & Rear Setbacks

- G. Min.                                      0'

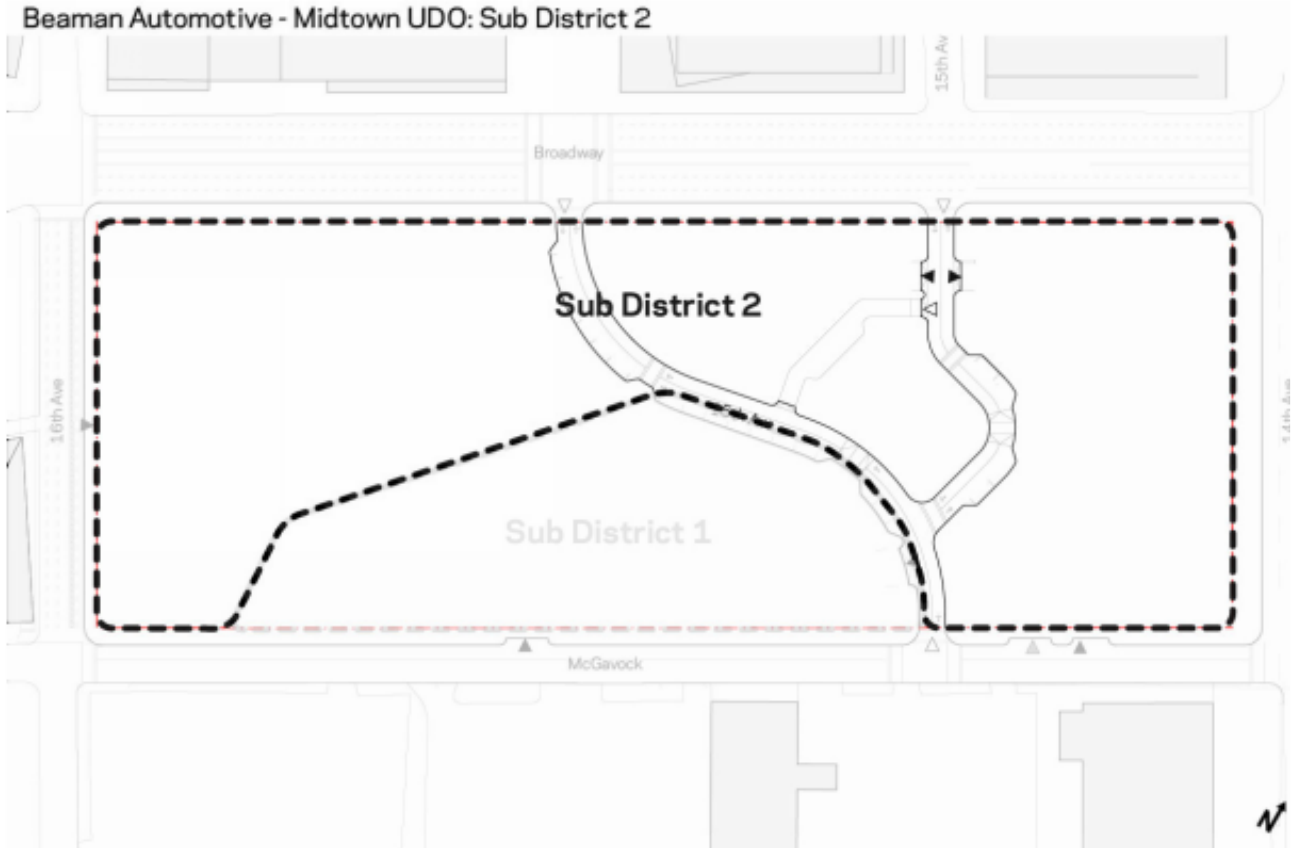
#### Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan

\* To provide porosity, at least two buildings shall be located within this subdistrict and may be connected via one raised enclosed pedestrian bridge.

REVISED EXHIBITS TO BE ADDED TO ALIGN WITH REQUIREMENTS ONCE CONFIRMED

# SUBDISTRICT 2 REGULATING PLAN





### SECTION III: GENERAL STANDARDS

#### Subdistrict 2: Building Regulation

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##### Floor Area Ratio (FAR)

12 FAR                      Above grade parking excluded

##### Frontage

- A. Build-to Zone                      0'-10'
- B. Façade Width
  - Arterial Street                      80% of lot frontage min.
  - Collector Street                      60% of lot frontage min.
  - Local Street                      60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

- C. Min. Building Depth                      15' from building façade

##### Height

- D. Min.                      14'
- E. Max.                      30 stories or 350 feet, whichever is greater  
  
40 stories or 450 feet, whichever is greater for up to 2 buildings max stipulated as Punctuated Height.
- Step-back                      Required on McGavock only

- F. Min. step back depth                      10'

##### Side & Rear Setbacks

- G. Min.                      0'

##### Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan

\* At least three buildings shall be located within this subdistrict and may be connected via one raised enclosed pedestrian bridge.

REVISED EXHIBITS TO BE ADDED TO ALIGN WITH REQUIREMENTS ONCE CONFIRMED

## SECTION III: GENERAL STANDARDS

# GENERAL STANDARDS

## GENERAL URBAN DEVELOPMENT PRINCIPLES REQUIRED IN THE UDO

- All loading docks and trash pick-up shall occur below grade or in an enclosed parking structure to minimize the traffic impact on the surrounding neighborhood and to enhance the pedestrian realm.
- All parking within Subdistrict 1 shall be below grade.
- All parking within Subdistrict 2 for any use other than office shall be below grade. Any office parking above grade should be lined or clad with material that is consistent with the overall building materials.
- To increase the porosity of the site, 10% of the overall development shall be public space, remain open to the sky, and shall not have a habitable structure on it.
- Green building techniques shall be employed and the overall development shall have at least one building achieve LEED, WELL , or Fitwel certification.
- Developer shall provide Metro Planning with a LEED ND scorecard and shall strive to achieve certification.
- At least two public art installations shall be placed within the development to include either sculpture, 2-dimensional, or 3-dimensional pieces in large scale installed at the ground level of the public realm.
- Music uses that enhance the connection to Music Row and its campus style atmosphere shall be encouraged.
- A transit stop for WeGo shall be provided on site or on the perimeter of the site in consultation with the WeGo.
- Active uses shall line all arterial and collector public street frontages, open spaces and greenways at the ground level within the UDO, with the exception of access and fire and life safety and utility requirements.
- All recommendations within KCI's Midtown Mobility study, relative to the cross sections for the adjacent public streets shall be implemented by the Developer and all ROW necessary to accomplish those cross sections shall be dedicated by the Developer, to the extent that the ROW falls within the boundary of the proposed UDO or is adjacent thereto.
- All façade materials, exclusive of clear fenestration, shall be high quality and selected from the following list: masonry, masonry panels, textured metal, metal paneling, precast concrete, precast concrete panel, fiber cement panel, fiber cement siding, spandrel glass (on upper stories only), or materials substantially similar in form and function. This requirement applies to any façade visible from a public street, open space, or interstate. Vinyl siding and EIFS will not be permitted materials within the development.

### SECTION III: GENERAL STANDARDS

- For all new buildings, a significant portion of the street level façade shall consist of transparent material to provide an appropriate urban pedestrian environment with visual interest. For building facades fronting streets and open space, the width of any blank facade (without glazing) shall not exceed 30 feet. Pilasters, building wall recesses or projections, and/or variations in material and color may be used to achieve this massing standard.
- For new building frontage, a significant portion of the street level facade (ie doors and windows) shall consist of transparent material to provide visual interest and pedestrian access.
- A minimum of 30% of the FAR within the UDO boundary (inclusive of both subdistricts combined) will be a residential use to provide residential units in the area of the Music Row vision plan where residential uses are designed to be located. The percentage will be tracked incrementally as site plans are submitted for approval.
- A minimum distance of 70'-0" shall be required between towers.
- A minimum distance of 50'-0" shall be required between podiums for roadways.
- A minimum distance of 30'-0" shall be required between podiums for pedestrian access.
- Within Subdistrict 2, Punctuated building Height of 40 stories or 450' may be implemented for up to 2 buildings, with the following requirements:
  - Building must front on 14<sup>th</sup> Avenue or Broadway Avenue. Building articulation, massing variation, and materiality should be enhanced subject to design consultation with Staff.
- Additional development rights not utilized on a parcel within the UDO may be transferred to other sites within Subdistrict 2 of the UDO, provided the transferred height does not exceed the Height Maximum of the receiving site by more than 15% and subject to design consultation with Staff.
- Civic Buildings within the Beaman Automotive- Midtown UDO must respond to the materiality and form of the surrounding context.

### MEASUREMENT FROM "GRADE"

- Unless otherwise indicated, reference to measurements of height shall be calculated using the average elevation along the public right-of-way fronting the property. Thus, grade will generally be measured from the public sidewalk, not from grade on site.
  - When buildings are set back from the property line more than 15 feet, grade shall be measured as the average existing elevation at the building façade.
  - When buildings do not have frontage onto public right-of-way and a build-to-zone does not apply, then grade shall be the average finished grade of the building footprint.
- In the event that the base flood elevation, as established by FEMA, is higher than the sidewalk or grade elevations, the height shall be measured from 1 foot above the base flood elevation.

### **SECTION III: GENERAL STANDARDS**

#### **MEASUREMENT OF HEIGHT**

- The height of buildings shall be measured from grade as specified in the previous section.
- The maximum height for an individual story shall not exceed 25 feet from finished floor to finished floor for each of the first 2 stories, 18 feet floor to floor from the second story to the fourth story, and 25 feet for the top story of buildings greater than 5 stories.
- A parking liner is defined as a structure with an active use of a minimum of 15 feet deep.
- Basements are not considered for the purposes of determining building height.
- The height of fences, walls and hedges shall be measured in feet from the average sidewalk elevation.

#### **BASE ZONING CLARIFICATIONS**

- All property within the UDO boundary shall adhere to a total Floor Area Ratio (FAR) of 12 shared between both Subdistrict 1 and Subdistrict 2. Above grade parking shall be exempt from this calculation.
- All properties within the UDO shall be exempt from the Height Control Plane, height limitations, Step-back, and front, rear, and side setback requirements of the underlying base zoning districts (including Height Control Planes from adjacent residential districts).
- Impervious Surface Ratio is per the base Zoning District.
- There is no minimum lot size within the UDO.

## SECTION III: GENERAL STANDARDS

### STEP-BACKS

- Within the Beaman Automotive- Midtown UDO, the step-back is defined as the required minimum distance the upper stories of a building must be stepped back from the outer edge of the build-to-zone, along all applicable frontages.
- To allow for massing variation, stories within the range may be permitted to step-back to a lesser extent or not at all, so long as the minimum step-back depth is met by the required step-back story.

### FRONTAGES

A Frontage is the specific way in which the building face addresses the street. It is the transition and interaction between the private and public realms. Building frontages define the character and form of the public spaces within each neighborhood. The following standards shall apply to all development within the Beaman Automotive- Midtown UDO.

- Buildings shall front a street (excluding alleys), open space, and/or a pedestrian passage.
- Façade Width
  - The minimum façade width is the minimum amount of the frontage that must be defined by a building, and is designated as a percentage of the frontage.
  - Every property shall establish one Principal Frontage when located along a street or an open space.
  - When a lot fronts more than one street the following priority shall be given when establishing the Principal Frontage: Arterial Street, Collector Street, Local Street, Other Street.
  - Along a Minor Frontage, modifications may be granted for the reduction of ground level garage liners and or glazing requirements.
- Open Space Frontages
  - Façade width and active use requirements shall apply to these frontages the same as a street frontage.

### BUILD-TO ZONE

- The Build-to Zone is the specified depth along a property's street frontage(s) in which the required minimum façade width must be located.
- Depending on site conditions, the front of the Build-to Zone may begin at different locations.
  - When the existing streetscape and sidewalk meets with the Major and Collector Street Plan, the Build-to Zone begins at the back of the required streetscape (including sidewalk zones).
  - When the existing streetscape and sidewalk does not meet with the Major and Collector Street Plan, the sidewalk shall be widened on site and the Build-to Zone begins at the back of the new streetscape (including sidewalk zones).
  - When utility or pedestrian easements exist along the street frontage of a property, the Build-to Zone shall begin at the back of the easement.

### SECTION III: GENERAL STANDARDS

- Any encroachments into the right-of-way must follow the Mandatory Referral process.
- When calculating the minimum façade width, access to structured parking that is underground, with an active use on the first floor, shall be counted as part of the required façade width.

#### ENTRANCES

- All buildings shall have at least one direct functional pedestrian entrance on all street frontages that a build-to zone applies. This may be access to a lobby shared by individual tenants.
  - Whether opening to the circulation network or other public open space, the functional entry must be connected to a sidewalk or equivalent provision for walking.
- Buildings with multiple ground floor commercial tenants shall provide at least one direct pedestrian entrance for each tenant space oriented to the frontage, or submit a shared access plan for staff review.
- Corner entrances are appropriate on corner lots.

## SECTION III: GENERAL STANDARDS

### ACTIVE USE

- An active ground floor use requirement shall mean a habitable space occupied by retail, office, residential, institutional or recreational uses, specifically excluding parking and mechanical uses. Minimum 15' in depth.
- Active uses are those programmed spaces that generate pedestrian street activity and interaction, including residential lobbies and leasing centers. Hallways and storage rooms restricted to building residents only shall not qualify as an active use.
- An active use shall line the ground floor of all arterial and collector public street frontages, open spaces and greenways with the exception of access and fire and life safety and utility requirements.
- The term "active use" and ground level "building liner" are synonymous.
- Active ground floor uses must be equal to or greater than the minimum facade width percentage requirements. For example, if 60% facade width min. is required along a lot's frontage, then 60% min. of the lot's frontage must also consist of an active ground floor use.

### GLAZING AND MASSING

- Openings for vehicular access to parking structures on the first floor shall be included in calculation of total facade area.
- Modifications may be permitted in so far as it is determined that tinting does not substantially diminish the effect of the building wall or the pedestrian character of the street.

**SECTION III: GENERAL STANDARDS**

**FRONTAGE TYPES**

**STOREFRONT FRONTAGE**

The Storefront Frontage has a limited Build-to Zone that is close to the street, with building entrances accessible at sidewalk grade. The Storefront Frontage has substantial glazing on the facade at ground level, space for pedestrian-oriented signage, awnings, retail display, and other design features conducive with creating an active commercial streetscape.

The Storefront Frontage is commonly used for general commercial, office, retail, restaurant, lobby, etc.

**Storefront Frontage**

- A. Max. sill height 3', except for grocery use
- B. Min. ground floor height 14' from grade
- C. Min. upper floor(s) height 9' from floor to floor
- D. Min. ground floor glazing\*
  - Principal Frontage 60% floor to floor
  - Minor Frontage 30% floor to floor
- E. Min. upper floor(s) openings 25% floor to floor

Notes: Where Storefront frontage is allowed, modifications may be given to allow for a Storefront arcade. All Storefront Frontage standards shall be met on the façade behind the arcade.

\*All grade-level retail, , shall provide clear vision glass between 3' and 8' above grade for a minimum of 60% of its frontage area.



### SECTION III: GENERAL STANDARDS

## CANOPIES AND AWNINGS

### Canopies

- A. Clearance
  - Min. from sidewalk 8'
  - Max. from sidewalk 25'
- B. Max. projection Within 2' of curb
- C. Max. canopy height 10'

Encroachments in the public right-of-way must meet Metropolitan Government's current clearance standards and be approved under the mandatory referral process prior to installation.

### Awnings

- A. Clearance
  - Min. from sidewalk 8'
- B. Max. projection
  - First floor 4' from façade
  - Upper floors Not permitted
- C. Max. awning height 10'

The name and logo of the establishment are the only advertising permitted on awnings. All shall follow the Sign Standards.

No awning shall exceed 25 feet in length.

Awnings shall not be constructed of materials that are glossy in finish.

Encroachments in the public right-of-way must meet Metropolitan Government's current clearance standards and be

### **SECTION III: GENERAL STANDARDS**

approved under the mandatory referral process prior to installation.

Canopy and Awning standards do not apply to brise soleil or sun-shades.

Canopies and Awnings are optional to allow for a varied store fronts.

## SECTION III: GENERAL STANDARDS

### STREET CHARACTER

The public right-of-way, including streets, sidewalks and public utility infrastructure, plays both a functional and social role in the life of the city and its citizens. Streets organize the city, help to define space, and link destinations. The street is also a public place where people congregate, shop, socialize and live. Active, attractive streets are critical to the continued growth and success of the Beaman Automotive-Midtown UDO. The UDO includes urban design tools to make working, living and playing in the UDO campus lively, safe and comfortable.

The UDO uses Street Types as an urban design and organizing tool. All streets are classified on the Regulating Plan as Arterial, Collector, Local, Other, or Alley. The location of vehicular access from all other streets shall be determined on a case-by-case basis. NashvilleNext calls for a strong emphasis on expanding other modes of transportation including walking, cycling and transit. The UDO emphasizes walking, cycling and transit as primary modes of transportation within the UDO through the urban design of individual buildings, blocks, and neighborhoods.

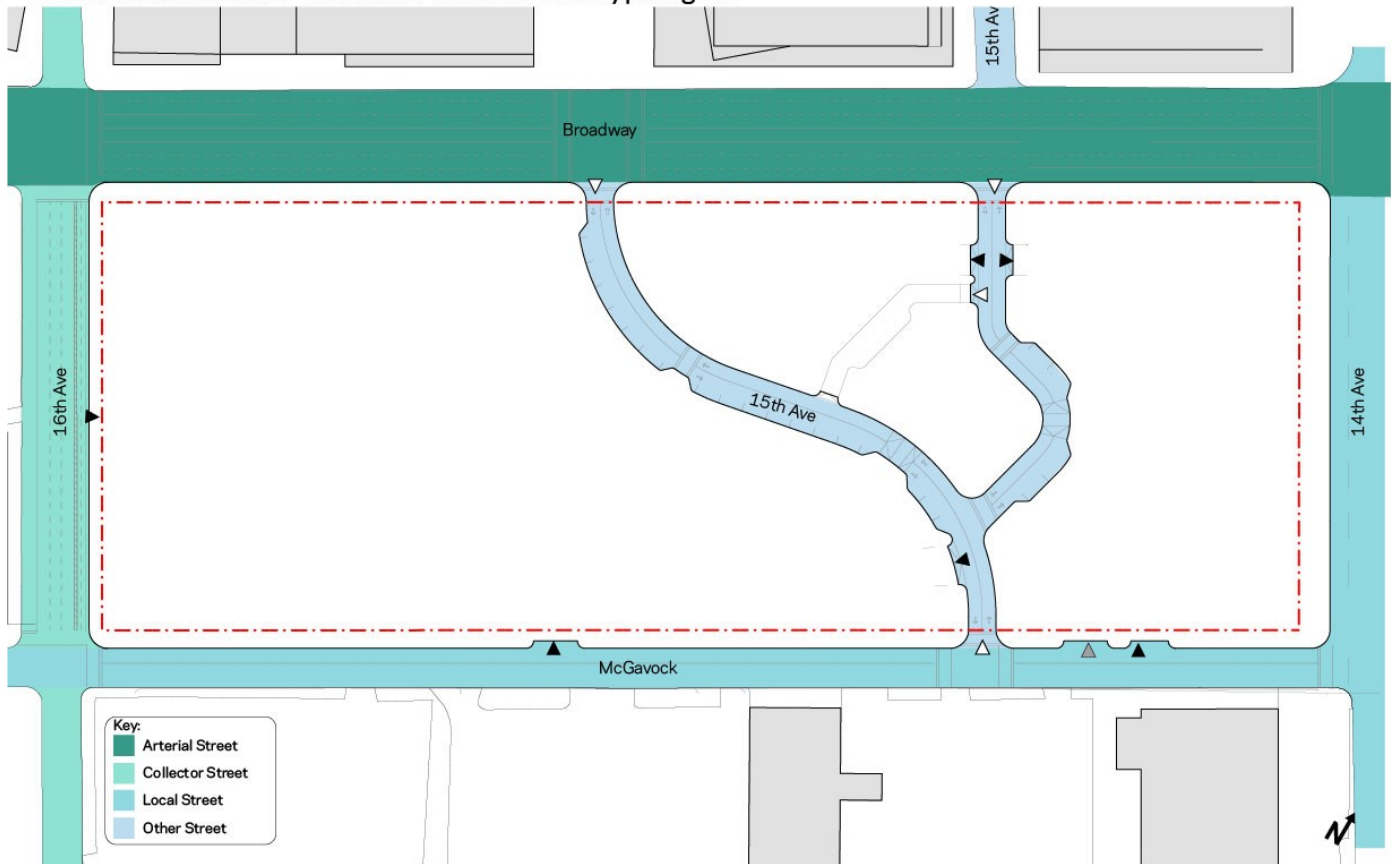
### ALL STREETS

- Streets refer to publicly or privately owned right-of-way. They are intended for use by pedestrian, bicycle, transit and vehicular traffic and provide access to property.
- Streets consist of vehicular lanes and the Sidewalk Corridor. The vehicular lanes, in a variety of widths, provide traffic and parking capacity and may include bicycle paths. The Sidewalk Corridor contributes to the urban character of each neighborhood. It may include pedestrian paths, landscaped planters, street furnishings and street trees.
- Pedestrian safety, comfort, and accessibility should be a primary consideration of street design and dimensioning.
- When alleys are present, vehicular access from alleys is encouraged. Vehicular access from public streets shall be considered in the following order: Other Streets, Local Streets, Collector Streets, and then Arterial Streets as approved by Metro departments.
- Final construction plans shall comply with NDOT standards and specifications.

## SECTION III: GENERAL STANDARDS

### STREET TYPES

#### Beaman Automotive - Midtown UDO: Street Typologies



#### *Arterial Streets*

Arterial Streets accommodate high levels of pedestrian activity and high levels of vehicular traffic. On Arterial Streets, active uses – residential, retail, restaurant or office – lining parking structures and on the first floor of buildings, and restricted vehicular access enhance the pedestrian experience. Arterial streets provide the opportunity for more intense, urban development including shallow Build-to Zones and, in some cases, increased building height. Pedestrian comfort on these streets is of highest importance. Arterial streets should have a continuous street wall, wide sidewalks between 14 and 20 feet to provide room for street furniture such as benches, trash receptacles, and bicycle parking. Arterial Streets have the highest level of urban activity such as, outdoor dining, retail displays, and community activities like markets, parades, and music. Street trees provide protection from the sun and rain, reduce stormwater runoff and air pollution, and provide aesthetic value to the city. Trees should be planted with sufficient soil volume and to maximize tree health. Tree pit openings will be coordinated with requirements for adjacent parking where applicable, pedestrian access and amenity to ensure a vibrant street environment.

### **SECTION III: GENERAL STANDARDS**

#### *Collector Streets*

Collector Streets have moderate levels of pedestrian activity and moderate levels of vehicular traffic. Collector Streets may be mixed-use or more residential in character. The Build-to Zone is generally shallow, and building heights are limited. In mixed-use areas, a continuous street wall should be maintained and sidewalks should be between 12 and 16 feet wide to accommodate pedestrian traffic. In residential areas, the required minimum façade width is limited – allowing for more space between buildings – and sidewalks may be narrower. Both tree wells and open landscaped planters are appropriate depending on sidewalk width.

#### *Local Streets*

Local Streets are the less important than Arterial and Collector streets. They may function as “back of house” for buildings with multiple street frontages. Care should be taken to make these streets as pedestrian-friendly as possible while accommodating loading and access needs. Unless appropriately designed to share street space, an 8’ sidewalk is a minimal dimension for walking accommodations in a highly urbanized area such as this.

#### *Other Street*

Other Streets are streets that do not fall into any of the other street categories. They may have high or moderate levels of vehicular traffic, but often have no access to property and limited pedestrian activity. Building height along these streets is regulated by the other property frontages. Buildings do not front on these streets and may be built up to the property line.

#### *Alley*

Alleys are service roads that provide shared access to property. Public utilities as well as access to mechanical equipment and trash should be located off an alley whenever possible. Alleys are encouraged for access and loading.

### SECTION III: GENERAL STANDARDS

#### *Sidewalk Corridor*

The Sidewalk Corridor is the portion of the right-of way between the vehicular lanes and the property line or building façade.

- The primary function of the Sidewalk Corridor is to provide a safe, comfortable, and convenient route for pedestrian travel that is separated from vehicular movements.
- The Sidewalk Corridor is a public space that should include pedestrian amenities such as seating, shade trees, bike racks, places to congregate, trash and recycling receptacles and outdoor dining.
- The Sidewalk Corridor may accommodate public utilities such as electric poles and vaults, water and sewer lines, bus stops and traffic signals.
- The Sidewalk Corridor may also accommodate separated bikeway facilities by providing protection to cyclists from traffic. This may be achieved by an adjacent grass strip or planting zone and may function as a dedicated facility meant for cyclists only or mixed with pedestrian traffic like a multi-use path.
- As property develops, property owners shall consult with Metro Planning and NDOT to make the necessary improvements to the streetscape in accordance with the Major and Collector Street Plan and the Strategic Plan for Sidewalks.

### **SECTION III: GENERAL STANDARDS**

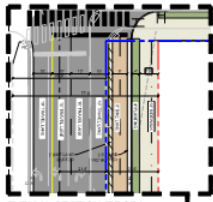
#### **FUTURE STREETS**

This area will see significant growth and change over the next few years. The Future Streets Plan show how streets could be realigned, connected and created in the future to improve mobility within the area.

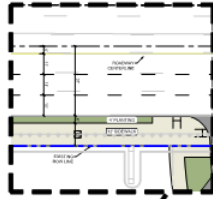
Properties near an area highlighted for change on the Future Streets Plan shall consult with the Planning Department and the NDOT to discuss the potential change.

Any future street listed in the UDO as a future street can be moved or realigned prior to construction and the designation for that street can be changed. When a street is moved, relocated or the designation is changed prior to construction this is a modification that may be approved by the Planning Department with a recommendation from NDOT.

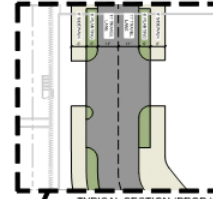
# SECTION III: GENERAL STANDARDS



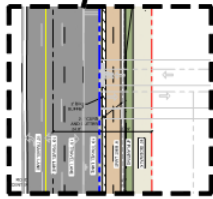
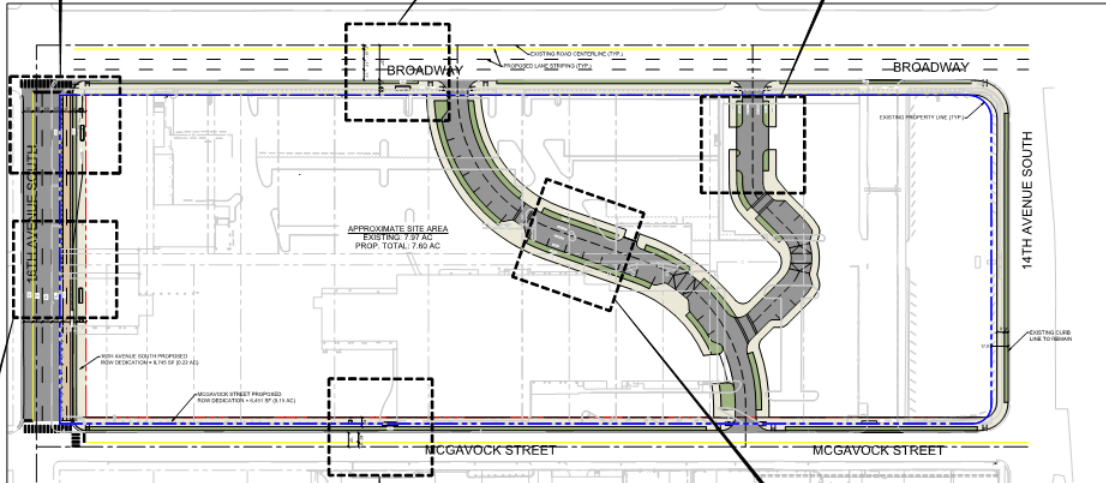
TYPICAL SECTION (PROP.)  
16TH AVE SOUTH  
TURN LANE SECTION  
1"=20'



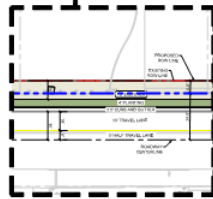
TYPICAL SECTION (PROP.)  
BROADWAY  
1"=20'



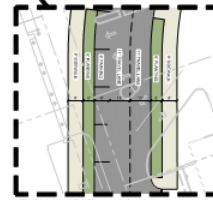
TYPICAL SECTION (PROP.)  
PRIVATE DRIVE  
1"=20'



TYPICAL SECTION (PROP.)  
16TH AVE SOUTH  
1"=20'



TYPICAL SECTION (PROP.)  
MCGAVOCK STREET  
1"=20'



TYPICAL SECTION (PROP.)  
PRIVATE DRIVE  
1"=20'





## SECTION III: GENERAL STANDARDS

### STREET TREES

Shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of forty feet or in accordance with the regulations of Metro departments and agencies.

### TREE QUALITY

Tree species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List based on tree size and planting area provided or an alternative species deemed appropriate by the Urban Forester.

- At planting trees, shall meet the requirements for street trees set out in the American Standard for Nursery Stock.
- All nursery stock used as street trees shall be vigorous, healthy and free of diseases or infestation.
- No species considered invasive in the project's context according to USDA or other state agriculture services shall be allowed.
- Planting Area Dimension
  - The following standards are minimum standards. All development is encouraged to provide street trees with the largest area of pervious surface and volume of soil that can be accommodated.
  - Trees shall be accommodated in planting areas that follow NDOT's Street Tree Standards and Specifications.
  - The minimum pervious opening at grade shall be 24 square feet.
  - Tree vaults shall have the capability to drain water.
  - Planting areas shall not inhibit ingress/egress from buildings or pedestrian traffic along the Sidewalk Corridor.

## SECTION III: GENERAL STANDARDS

# PARKING AND ACCESS: GENERAL

## GENERAL STANDARDS FOR PARKING AND ACCESS

- No parking is required within the boundaries of the UDO.
- No onsite parking lots are allowed between the street and the building.
- Parking and Access General Standards
  - 17.20.050 Handicapped Parking, 17.20.060 Parking area design standards, and 17.20.130 Loading space requirements shall apply.
- All parking within Subdistrict 1 shall be below grade.
- All parking within Subdistrict 2 for any use other than office. Any office parking above grade should be lined or clad with material that is complementary to the overall building materials.
- All loading docks and trash pick-up shall occur below grade to minimize the traffic impact on the surrounding neighborhood and to enhance the pedestrian realm.
- Additional access points to the below grade parking garage may be added subject to approval from NDOT and consultation with Planning staff. Vehicular access points for parking or back-of-house service areas shall be limited to a total of three (3) along McGavock Street. Curb cuts for surface road access do not apply.

## VALET AND DROP-OFF AREAS

- They shall be located within the right of way when space allows. If not provided in the right of way they shall be located internal to the development.
- Where driveways to parking facilities or drop off areas cross the Sidewalk Corridor, priority should be given to the pedestrian realm and the following shall be required:
  - The UDO and the MCSP sidewalks and tree planting standards shall be maintained for any pedestrian island that is created.
  - Bollards, other devices, or material transitions shall be used to separate the pedestrian and vehicular areas.
  - Distinction behind vehicular lane and pedestrian areas shall be indicated through changes in grade, color, texture and/or material.

## STORMWATER

- Utilize LID strategies in Metro Water Services Stormwater BMPs for hardscape including parking and drive lanes.
- Prior to Final Site Plan approval, projects must demonstrate stormwater and flood mitigation design, and floodplain management.

**SECTION III: GENERAL STANDARDS**

**BICYCLE PARKING**

- Bicycle parking shall be provided for all principal uses located within the UDO district
- Bicycle parking shall be required as provided in Table A below for any new building or structure.
- Unless otherwise expressly stated in Table A, a minimum of two publicly available bicycle spaces shall be provided for every use. Unless specified in Table A, residential uses shall not be required to provide bicycle parking.
- One vehicle parking space may be used as a space for providing bicycle parking.
- Where subsurface conditions or below-ground infrastructure make bicycle parking difficult or infeasible, the Planning Department, may reduce or waive the required bicycle parking and/or may approve different design and location standards for required bicycle parking spaces.
- Required bicycle parking spaces design and location standards shall meet the recommendations of the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines.
  - The required publicly available bicycle parking spaces shall be located in a convenient and visible area within fifty feet of a principal entrance or other approved location by the Planning Department with guidance from NDOT and shall permit the locking of the bicycle in a stable position without damage to the wheels, frame or components. The Planning Department may waive or approve a different parking location.
  - Required bicycle parking spaces shall not be located on a residential balcony.

Table A

<u>Use</u>	<u>Minimum Bicycle Parking Requirements</u>
Residential, Multi-Family	2 spaces or 1 space per 4 dwelling units, whichever is greater, provided the requirement for residential, multi-family use shall not exceed 50 spaces. 2 of the required spaces or 20% of the total spaces, whichever is greater, shall be publicly available.
General Office	2 publicly available spaces per establishment or 1 space per 15,000 square feet, whichever is greater.
Restaurant, fast food	4 publicly available spaces per establishment
Restaurant, full-service	4 publicly available spaces per establishment
Retail	2 publicly available spaces per establishment or 1 space per 5,000 square feet, whichever is greater.

- Fractions: any fraction less than one-half shall be disregarded and any fraction of one-half or more shall be rounded upward to the next highest full number.

## SECTION III: GENERAL STANDARDS

# PARKING AND ACCESS: SPECIFIC TO STRUCTURED PARKING

### VEHICULAR ACCESS

- Vehicular openings to parking structures shall not exceed 35' in width. The development may have one service/loading access that shall not exceed 45' in width.
- Vehicular openings shall have a minimum spacing of 20'.

### PEDESTRIAN ACCESS

- All parking structures shall have a clearly marked pedestrian entrance, separate from vehicular access. A publicly accessible building lobby may meet this requirement.

### LOCATION AND LINING

- All above grade parking structures shall be clad in a façade that compliments the overall building material. Cladding shall help to activate the street level with its design cues that integrate with the architectural characteristics of the habitable portion of the building, and of the surrounding built context. Openings for natural ventilation are permissible when well-integrated into the façade design. Landscape buffering may be considered as an alternative at appropriate locations, such as Interstate frontages.
- Underground parking that is visible from the street, shall not extend beyond the façade of the building unless it is screened. Underground parking that is completely below grade may extend beyond the façade of the building. Underground parking may not encroach into the right-of-way.

## SECTION III: GENERAL STANDARDS

### LANDSCAPE MATERIALS

- Perimeter landscape strips along public streets, open space and side lot lines.
  - Trees shall be installed at a rate of one tree for every thirty feet of frontage. Spacing may be adjusted with the approval of the Urban Forester based upon tree species, the presence of utilities, and the dimensions of the planting strip.
  - Evergreen shrubs and trees shall be installed at appropriate spacing to fully screen vehicles to a minimum height of two and one-half feet.
  - Plantings within fifteen feet of driveways or street intersections shall be maintained to a maximum height of two and one-half feet.
  - Plantings shall not obstruct views onto site as to impede the security of users.
- 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.
- At planting, trees shall be a minimum of six feet in height and two caliper inches.
- All landscaping shall be in a functioning bio-swale, or irrigated using drip irrigation or sub-surface irrigation. If drought-tolerant species are used, no irrigation is required.
- At planting, all landscaping shall meet the standards for size, form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
- All nursery stock shall be vigorous, healthy and free of diseases or infestation.

## SECTION III: GENERAL STANDARDS

# MECHANICAL, SERVICE AND LOADING

## APPLICABILITY

The following elements shall be below grade or shielded from public view:

- Refuse collection, dumpsters, recycling bins, and refuse handling areas that accommodate a dumpster or five or more trash or recycling cans.
- Building or ground-mounted mechanical equipment, including, but not limited, to transformers, back-flow preventors, telephone risers, equipment cabinets, generators, or similar devices.
- Mechanical equipment on roofs shall be fully screened from the adjacent pedestrian level.
- Air conditioning or similar HVAC equipment.
- Loading docks, berths, or similar spaces including, but not limited to, maintenance areas.
- Outdoor storage of materials, equipment, and vehicles.

## LOCATION AND ACCESS

- Applicable site elements shall be located along the alley, along an interior property line, or internal to the property.
- Service elements, such as loading docks and trash collection locations, shall not be accessible from Arterial Streets.
- Vehicular or service bay openings shall make up no more than 20% of the total frontage length along Arterial Streets or Collector Streets.
- Where access to loading areas and service elements cross the Sidewalk Corridor, priority shall be given to the pedestrian realm and the following design elements shall be required:
  - The MCSP sidewalks and streetscape standards shall be maintained for any pedestrian islands or indentations created.
  - Bollards or other protective device shall be used to separate pedestrian and vehicular areas.
  - Distinction between vehicular lane and pedestrian areas shall be indicated through changes in grade, color, texture and/or material.

## SCREENING STANDARDS

- Applicable site elements shall be fully screened at all times.
- Refuse collection and refuse handling areas shall be screened by a walled enclosure with gates in accordance with the Fence and Wall Standards of the UDO.

## SECTION III: GENERAL STANDARDS

### SCREENING METHODS

- Vegetative Materials
  - Vegetative materials shall be planted in two rows in staggered fashion.
  - All trees shall be evergreen with a minimum height at time of planting of at least 6' above the root ball. All shrubs shall be evergreen with the minimum height and spacing necessary to fully screen the item intended for screening (but no less than 30" in height) at the time of planting.
  - Vegetative material shall be located immediately adjacent to the element being screened in a planting area a minimum of 4' wide.
- Fencing and Walls
  - Screening is permitted through the use of a fence or wall constructed in accordance with the Fences and Walls Standards of the Beaman Automotive-Midtown UDO.
- Mechanical Penthouse
  - Rooftop mechanical areas must be fully visually screened from the adjacent pedestrian level.
  - Penthouse height limited to 40' for buildings over 20 stories, all other building shall have a penthouse height limited to 20'.
  - Penthouse may be setback from the edge of the building roof below, by a distance equal to the penthouse height (1:1). Setback is not required when mechanical penthouse is integrated with tower below.
  - Penthouse walls and design shall minimize its visual impact and be otherwise complementary to the building's architecture and design.
  - Habitable space is not permitted.
- Parapet Walls
  - Parapet walls or other techniques included as an integral part of the building design shall be used to totally screen any rooftop mechanical equipment from view from adjacent public rights-of-way or open space.
- Integrated Building Elements or Features
  - Building design or other structural features (e.g., knee walls, alcoves, wing walls, roof extensions, etc.) may also be used to fully or partially enclose site features required to be screened.
- Alternative Screening Methods
  - Alternative screening methods or materials that are not listed may be used following approval by the Planning Commission or its designee, the Planning Director, provided that they are determined to be comparable to screening methods described in this subsection.

**\*\* In order to properly locate and screen mechanical equipment, approval may be required from applicable Metro departments and agencies.**

## SECTION III: GENERAL STANDARDS

# FENCES AND WALLS

## LOCATION

- Permitted Locations: Fences and walls constructed in accordance with the standards in this section may be constructed within:
  - The Build-to Zone.
  - A utility easement only through the express written consent from the utility or entity holding the easement.
  - A required landscape area, Tree Protection Zone, or open space.
- Prohibited Locations: No fence or wall shall be installed that:
  - Encroaches into a right-of-way (without approval through the Mandatory Referral process).
  - Blocks or diverts a natural drainage flow on to or off of any other land.
  - Compromises safety by blocking vision at street intersections or obstructs the visibility of vehicles entering or leaving driveways or alleys.
  - Blocks access to any above ground or pad-mounted electrical transformer, equipment vault, fire hydrant or similar device.

## APPEARANCE

- All fences shall be installed so that the finished side shall face outward; all bracing shall be on the inside of the fence.
- Fences and walls shall be constructed of any combination of brick, stone, masonry materials, treated wood posts and planks, rot-resistant wood, metal, and wear resistant nonglossy plastics and recycled materials. Chain link fencing shall be coated with dark colored vinyl when visible from a public street or open space (excluding alleys).
- Chain-link fences are prohibited along street and open space frontages (including along greenways or multi-use trails).
- Razor wire is prohibited.
- Fences and walls used to screen refuse areas shall be opaque and include gates that prohibit unauthorized users to access the area.

## STANDARDS BY FUNCTION AND LOCATION

- Fences and walls within the Build-to Zone shall not exceed 4' in height.
  - Modifications may be made in order to properly secure playgrounds and parks.
  - The height of fences and walls along a sidewalk shall be measure from sidewalk grade.
- Fences and walls within the Build-to Zone that are greater than three feet high shall be a minimum of 30% transparent to allow visibility into the property.



### **SECTION III: GENERAL STANDARDS**

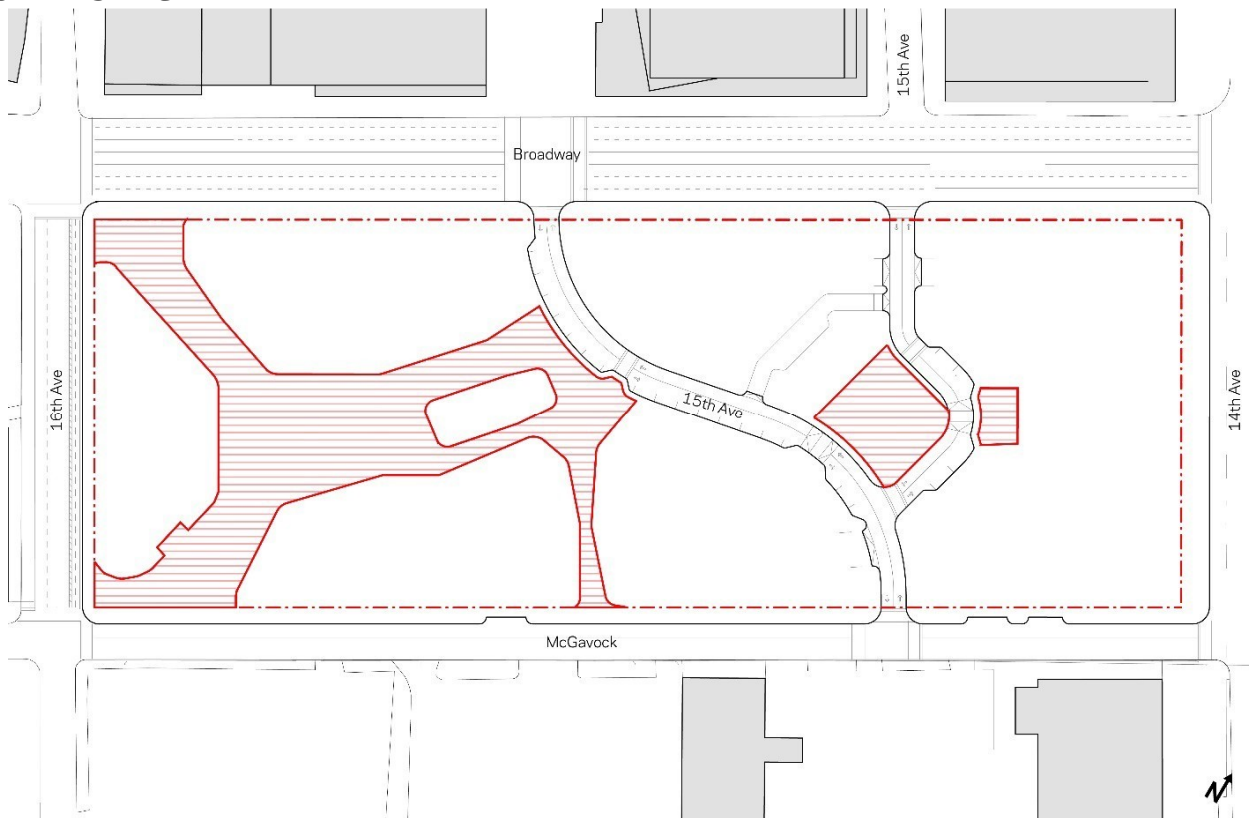
- Fences and walls used to screen parking shall be a minimum of 2.5' above the grade of the parking lot.
  - When a fence or wall is combined with plantings the majority of the plantings shall be between the right-of-way and the fence or wall.
- Fences and walls used to screen mechanical, loading and refuse elements shall be a minimum of 2' taller than the element being screened.
- All other fences and walls shall have a maximum height of 10' measured from grade.
- Fences surrounding athletic fields and courts may exceed the previous height.

### SECTION III: GENERAL STANDARDS

## OPEN SPACE

The design of Beaman Automotive – Midtown UDO accommodates a variety of open spaces as focal points within the community. The Open Space Plan depicts open green spaces that create accessible settings for outdoor enjoyment, programming of events, and community gathering that promote a sense of place. All of these spaces will be linked by a network of sidewalks, multi-purpose paths, walkable lanes and bikeways, allowing continuous, non-motorized movement throughout the site, through a sequence of quality, open-air environments. Buildings, streets and parcels should generally be oriented toward open spaces to encourage safe, interactive use. The open space plan below is conceptual and the open space may be adjusted or modified so long as the overall percentages and concepts follow the requirements provided in this section and the overall UDO.

### OPEN SPACE PLAN



## SECTION III: GENERAL STANDARDS

### Open Spaces

- Open space shall be maximized on the site to ensure porosity and access to light and air. A minimum of 10% of the overall total development shall remain open, which shall mean that the open space will not have a permanent structure located on it, other than a one-story structure as indicated above that will house pop up space, music, community of civic uses that would assist with programming of the open space. Open space shall be green, vegetated and landscaped when it is appropriate and viable.
- Actual detailed plans, design and locations of the Beaman Automotive – Midtown open spaces and pedestrian connections may vary, subject to the constraints and conditions as yet to be determined. However, all proposed open spaces and/or alternatives must be consistent with the intent of the Open Space Plan and UDO. An overall open space plan shall be reviewed and approved by Planning at the time that the first final site plan is submitted.
- If the public open space is a square, park, or plaza, it must be at least 40 feet deep, measured at a point perpendicular to each entry.

### ACCESS

- Every open space shall have a minimum of one primary pedestrian entrance along each street frontage and pedestrian frontage.
- All publicly accessible open space shall meet the appropriate standards of the Americans with Disabilities Act.

### PAVING MATERIALS

- Asphalt may be approved by the Planning Commission or its designee, the Planning Director, for recreational jogging or bicycle paths only.

### LANDSCAPING

- Landscaping standards and required buffers shall be controlled by the general standards of this document and are exempt from the requirements of the base Zoning Districts.
- Plants within the Beaman Automotive- Midtown UDO shall comply with the Metro Tree Ordinance Standards.
- Planting areas shall not impede ingress/egress from buildings or pedestrian traffic. Tree and shrub species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List based on tree size and planting area provided or an alternative species deemed appropriate by the Urban Forester.