

## Section III: General Standards

### Parking and Access: General

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#### Parking and Access: General

- No parking is required within the boundaries of the UDO.
- No onsite parking is 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.

#### 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 or other devices 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.
- Curbside management plans are required. Consolidation of drop-off locations to a single location for multiple properties is highly recommended.

#### Stormwater

- Utilize LDI 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

### Parking and Access: Specific to Structured Parking

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#### Vehicular Access

- Vehicular openings to parking structures shall not exceed thirty-five feet in width.
- Vehicular openings shall have a minimum spacing of thirty five feet.

#### Pedestrian Access

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

#### Location and Lining

- On the ground level, parking structures shall be located behind a liner building with an active use that is a minimum of 15 feet deep.
- Where no ground level liner is provided (due to modifications or other reasons), facade treatment/cladding shall be required on all street, open space, and pedestrian ways. 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 facade design.
- Upper level habitable liners are encouraged on all streets. See the Bonus Height Program for more information on bonuses for Upper Level Garage Liners.
- Upper level facade treatments /cladding is required on all street, open space and pedestrian ways (such as greenways frontages, including any portions of facades visible from a given frontage, including interstate frontages. Facade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context. Openings for natural ventilation are permissible when integrated into the facade 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

### Parking and Access: Specific to Surface Parking

#### General Standards for Surface Parking

- Parking area screening and landscaping standards shall apply to all surface parking lots including, but not limited to, public and private parking facilities, driveways and access aisles, the outdoor display of automobiles and other vehicles that are for sale or lease.
- Surface parking is best suited at the side or rear of a building, leaving the building frontage facing the circulation route.

#### Perimeter Screening Standards for Surface Parking

- Parking areas adjacent to public streets and open space shall be separated from the edge of the right-of-way and/or easements and property lines by a perimeter landscape strip a minimum of five feet in width which shall be landscaped per the standards of this section.
  - All perimeter landscape strips adjacent to public streets and open space shall include a transparent fence or knee wall in accordance with the Fence and Wall Standards.
- Parking areas shall be separated from adjacent side lot lines (with the exception of cross-access points) by a perimeter landscape strip a minimum of 5 feet in width, which shall be landscaped per the standards of this section.
  - A two and one-half foot landscape strip may be provided if the required trees are to be planted in tree islands located adjacent to the property line.
  - Two adjacent properties may share equally in the establishment of a 5 foot (minimum) planting strip along the common property line. In instances where the common perimeter planting strip is part of a plan for shared access, each owner may count the respective area contributed toward that common planting strip toward the interior planting area requirements for the lot. Conversely, a shared parking lot across property lines may be developed with no side lot perimeter planting strip, dependent upon the design and functional use of the space.
- Surface Parking Lots shall provide cross-access to all adjacent development and parking lots.

#### Interior Planting Requirements

- Parking areas shall be landscaped in accordance with the interior planting requirements of Title 17.24.160.
- Parking areas with less than twelve thousand square feet in total area shall be exempt from the interior and side lot line planting requirements.

#### 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

### Parking Garage: Structure Height Regulation

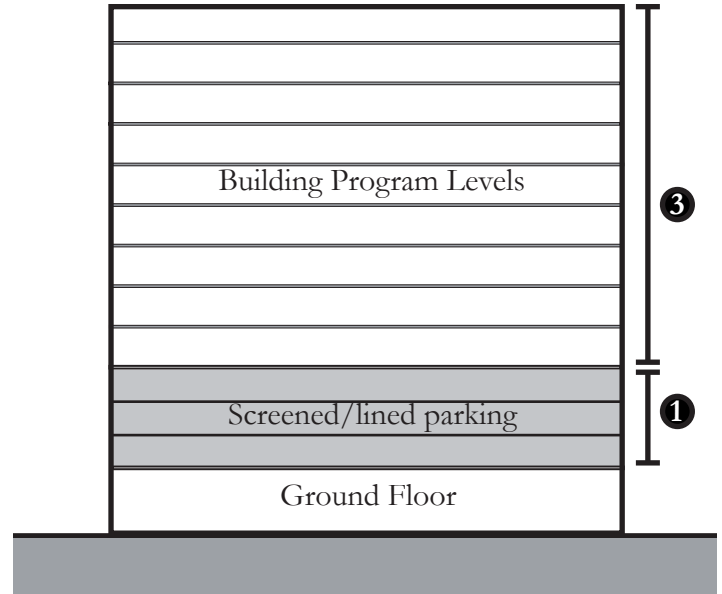
The ratio of parking garage and base height to the overall building height is an important aspect of the visual appeal and balance of a structure. In order to encourage well proportioned buildings, the ratio of total heights of parking levels to total height of building program levels shall be regulated. This regulation establishes a maximum limitation on the number of parking garage levels per building program level; fewer parking garage levels may be provided.

#### Building Ratio

##### Maximum Ratio of Garage to Building Height

Parking garage to program ratio 1 garage level : 3 levels

Parking garage height must comply with program to building height ratio. Heights shall be measured from the finished floor to the top of parapet of each program. Ground floor height is excluded from this calculation.



Height ratio schematic

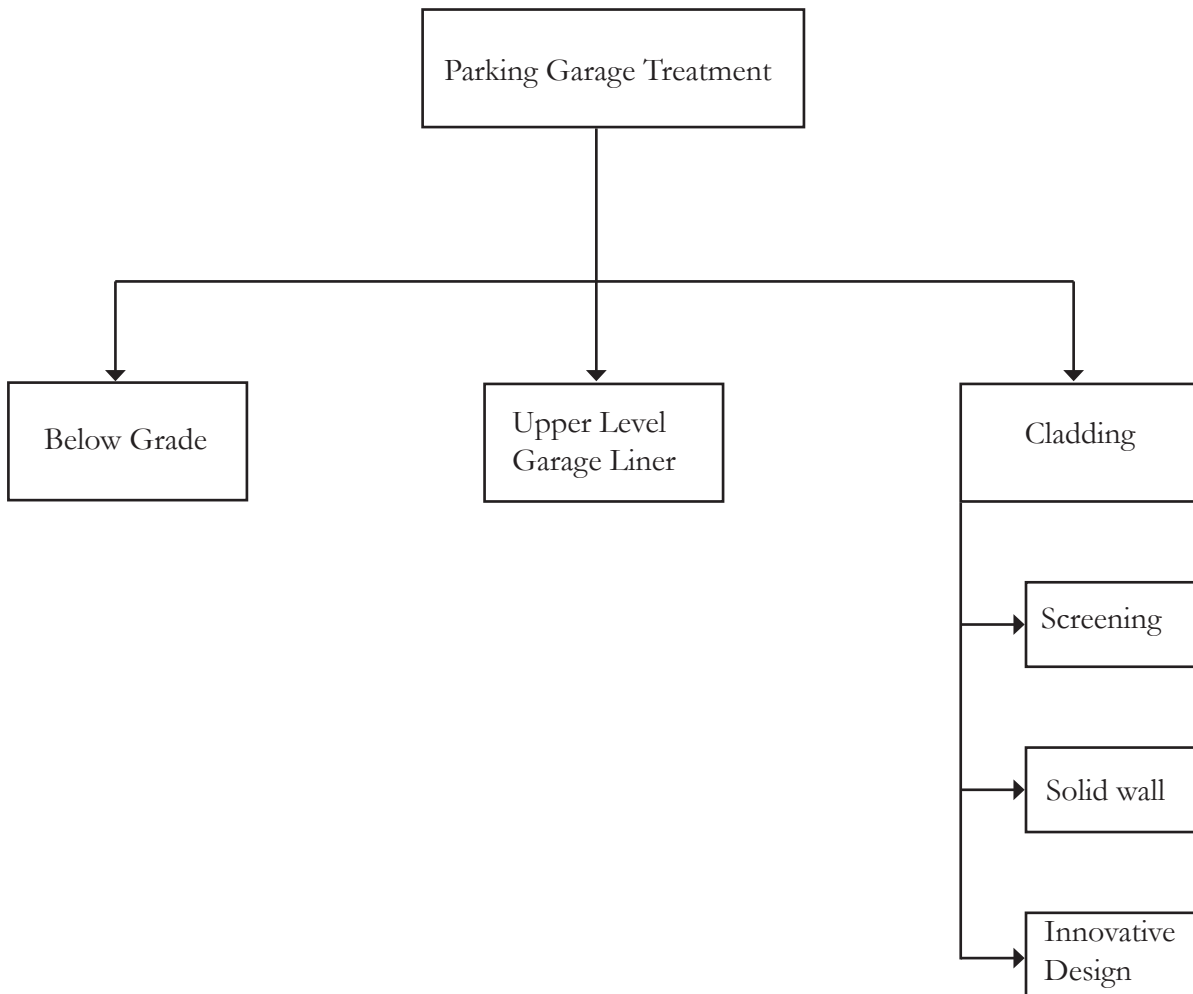
# Section III: General Standards

## Parking Garage Treatment

All parking garage facades visible from a public street, open space, or interstate in all subdistricts are required to be visually shielded. Visual shielding may be achieved by the parking garage levels being below grade, lined with program, or clad according to the standards of this document. Alternative facade shielding methods may be used if determined to be appropriate by the Planning Staff. Modifications may be permitted insofar as it is determined that these methods are necessary to further an established, overriding policy goal and will not significantly diminish the pedestrian experience

## Cladding

If cladding is the determined approach, one or a combination of three cladding strategies shall be used on all facades requiring cladding: Screening, Solid Wall, or Innovative Design



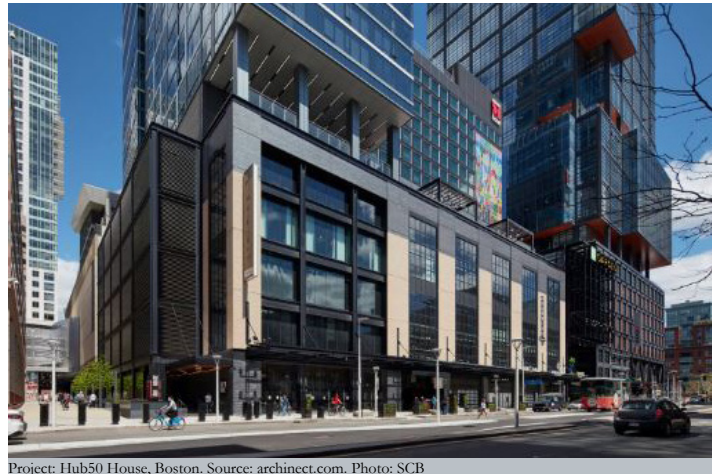
## Section III: General Standards

### Upper Level Garage Liner

- A liner program use requirement shall mean a habitable space occupied by retail, office, residential, institutional, cultural, commercial or recreational uses, specifically excluding parking, and mechanical uses. Minimum 15 feet in depth.
- To count as a lined garage, buildings must have liner program on the Principal frontage. If a building has multiple street frontages, all Primary street frontages shall have liner program. Other frontages shall comply with garage screening standards.
- Minimum glazing requirements shall apply to building program liners.



Project: Twelve|Twelve, Nashville. Source: [twelvetwelve.com](http://twelvetwelve.com)



Project: Hub50 House, Boston. Source: [architect.com](http://architect.com). Photo: SCB



Project: 5th and Broadway, Nashville. Source: [www.usa.skanska.com](http://www.usa.skanska.com). Photo: Zack Benson

## Section II: General Standards

### Parking Garage Cladding: Screening

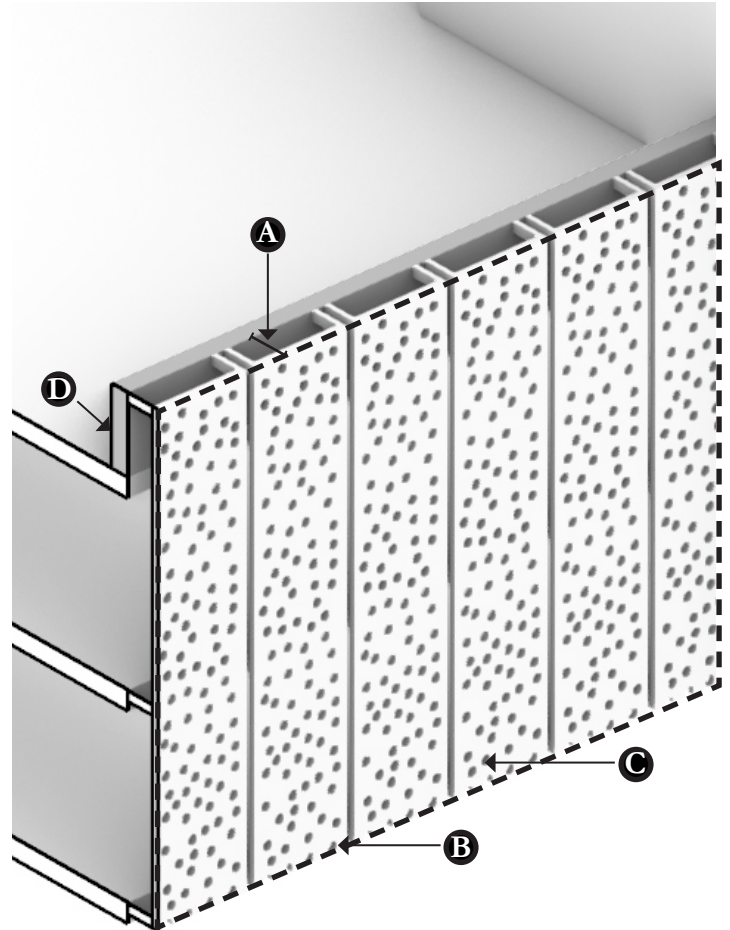
**Description:** A dynamic pattern of perforations, elements placed as angled panels, or louvers strategically arranged to blend functionality with aesthetic appeal. Crafted from durable materials ensuring longevity and resistance to environmental elements.

**Material suggestions:**

Perforated screens: Aluminium perforated plate panel systems, aluminium eggcrate grille systems, expanded mesh systems, extruded cassette screens, high tension mesh screens, aluminium corrugated-perforated plate systems

Louvers: Alluminium alloy, galvanized or stainless steel, wood or aluminium composite, reinforced fiberglass, transparent or translucent polycarbonate, corten steel.

Masonry: Brick or concrete blocks (in running, stack, flemish, english, basket weave bonds), stone veneer, architectural concrete panels



Garage Isometric Section

- A** Screening elements should have a gap of no more than 18” from the outer face of the screen element to the wall.
- B** Screening elements should be interspersed with minimum 60% opaque screening elements across the entire garage facade to block interior light from illuminating the surroundings at night.
- C** Screening elements should not have individual openings greater than 4 square inches to allow for adequate visual obscuring.
- D** Elements shall be located on the garage exterior, cover the floor of each parking deck and extend no less than three feet above floor finish level of the top floor of the garage.
- E** Screening and solid wall strategies may be mixed across a garage frontage to achieve appropriate parking garage treatment compliance.
- F** Screening and garage facade design should maintain appropriate relationship to building design and should be maintained in good condition at all times.

# Section III: General Standards

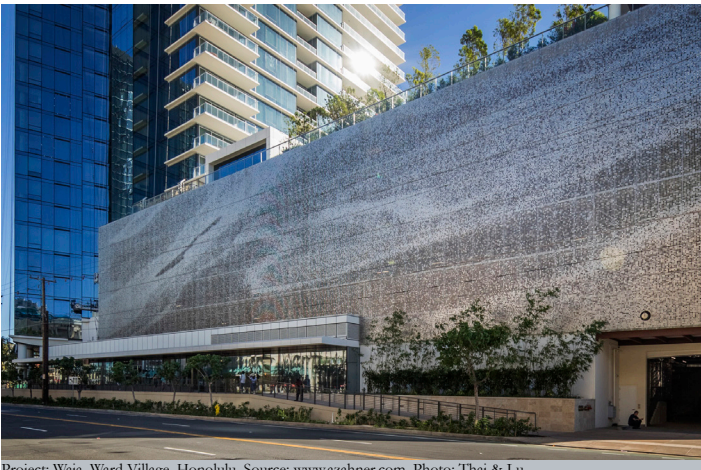
## Parking Garage Cladding: Screening



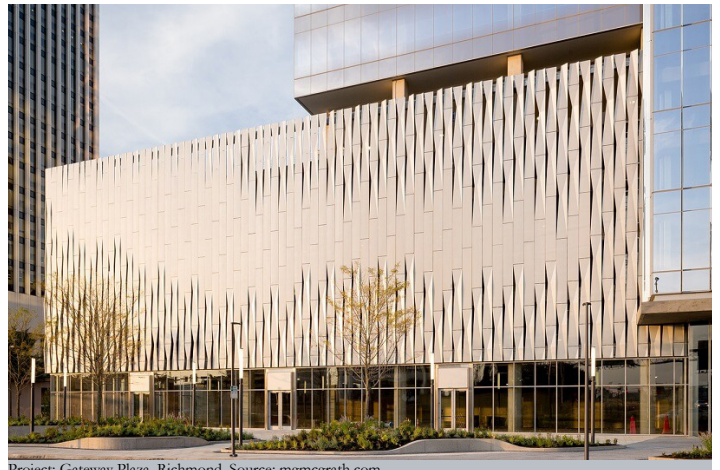
Project: A'eo Tower, Honolulu. Source: www.wardvillage.com



Project: 633 SE 3rd Ave, Ft Lauderdale. Source: oda-architecture.com



Project: Waia, Ward Village, Honolulu. Source: www.azahner.com. Photo: Thai & Lu



Project: Gateway Plaza, Richmond. Source: mgmegrath.com



Project: 360 N Green St, Chicago. Source: chicago.curbed.com. Photo: Gensler



Project: 333 N Green St, Chicago. Source: chicago.curbed.com. Photo: Gensler



## Section II: General Standards

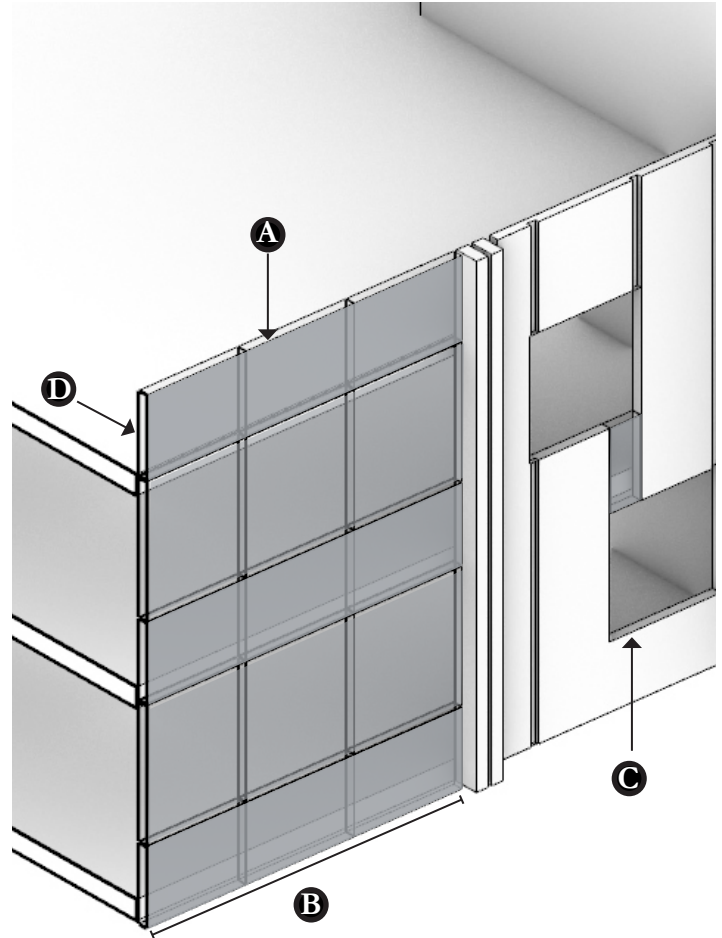
### Parking Garage Cladding: Solid Wall

**Description:** A robust solution crafted from durable and weather-resistant materials designed for resilience against environmental elements for a long duration of time. It offers an opportunity for architectural expression by incorporating patterns, reliefs, or artistic elements while balancing privacy, security and perforation of natural light into the parking structure

**Material suggestions:**

Opaque: Brick or concrete blocks (in running, stack, Flemish, English, basket weave bonds), stone veneer, architectural concrete panels, stucco

Transparent: Sandblasted opaque spandrel glass, tinted glass (60% transmission)

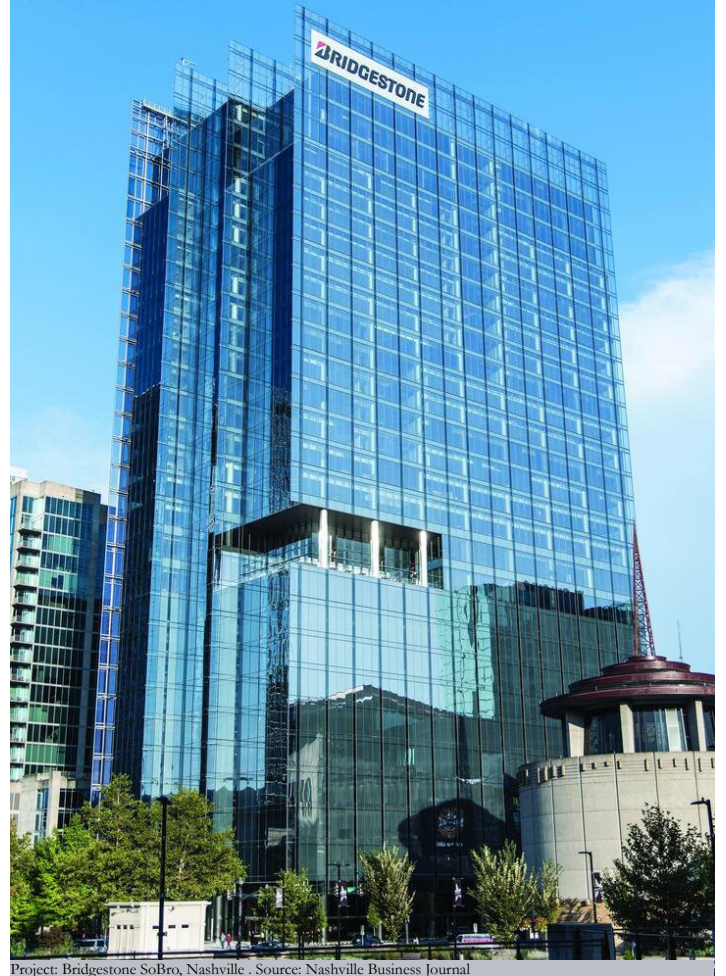


Garage Isometric Section

- A** Screening elements should have a gap of no more than 18” from the outer face of the screen element to the wall.
- B** Screening elements beyond 60’ continuous length should be interspersed with different patterns and articulation strategies.
- C** Openings in exterior walls must be no more than 20% of total garage facade area and no individual opening shall exceed 36 square feet in size.
- D** Screening measures, including rooftop parapets, should be semi-opaque (minimum 60% transmission) up to 4 feet in height from each garage finish floor level.
- E** Screening and solid wall strategies may be mixed across a garage frontage to achieve appropriate parking garage treatment compliance. Opening compliance shall be measured in relationship to solid wall areas.
- F** Design should maintain appropriate relationship to building design and should be maintained in good condition at all times.

# Section III: General Standards

## Parking Garage Cladding: Solid Wall



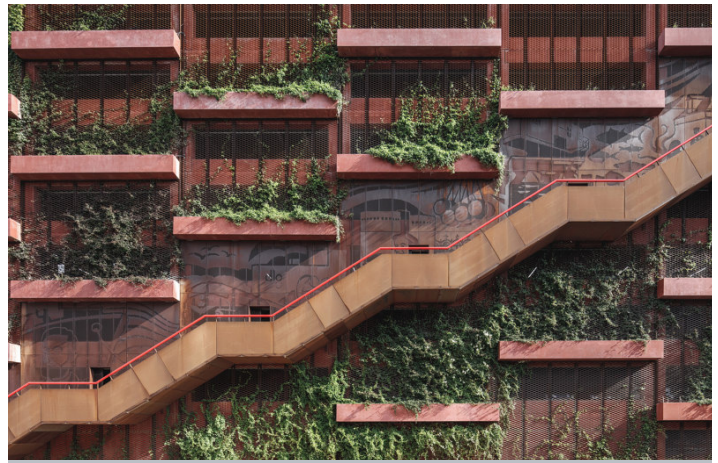
## Section II: General Standards

### Garage Treatment: Innovative Design

**Description:** Allows for incorporation of unconventional features that complement both the design of the building and the surrounding while introducing new typologies of materials, scale, or style. Alternative screening methods or materials that do not meet screening or solid wall standards may be used following approval by the Planning Staff or its designee, provided that they are determined to be comparable to screening methods described in this subsection or display exceptional design, not limited to unique architecture, innovative use of materials, improvement of the project's relationship to surrounding properties or improvement to the character of the neighborhood.



Project: Mountain Dwellings, Copenhagen. Source: [www.archdaily.com](http://www.archdaily.com). Photo: Maria Gonzales



Project: Park 'n' Play, Copenhagen. Source: [www.archdaily.com](http://www.archdaily.com). Photo: Rasmus Hjortshøj - COAST



Project: Wynwood Garage, Miami. Source: [www.azahner.com](http://www.azahner.com). Photo: Tex Jernigan

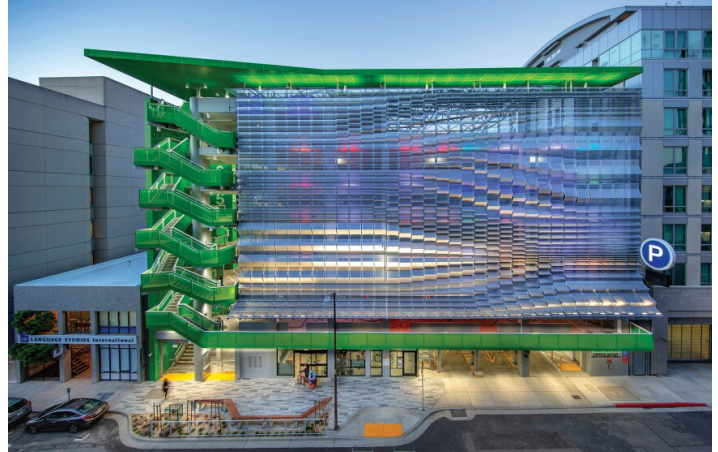
## Section III: General Standards

### Garage Treatment: Lighting

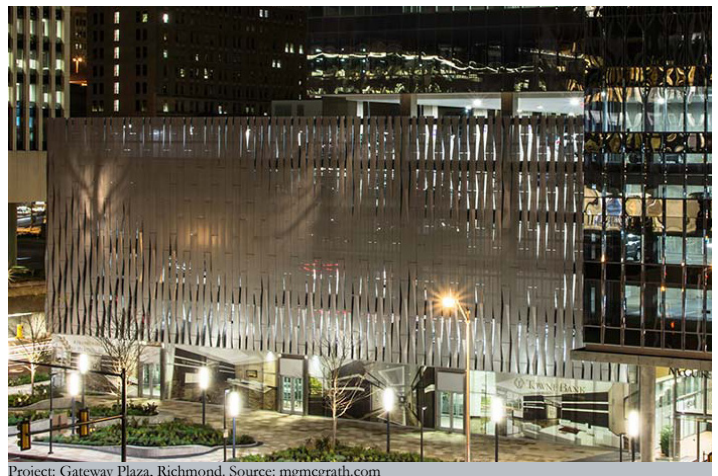
**Description:** Parking garage lighting standards are to be designed to conform to Illuminating Engineering Society of North America (IESNA) requirements, to the Nashville Dark-Sky Association recommendations, and to the following criteria:

#### Recommendations:

- Glare control: Lighting adjacent to buildings and/or residential districts must be arranged so that luminaires have sharp cutoff at no greater than 78 degrees vertical angle above nadir. Not more than 5% of the total lamp lumens can project above 78 degree vertical
- Rooftop lighting is best set back 15' from the exterior perimeter wall and at a maximum height of 12-16' from floor finish level with cutoff light fixtures that have a maximum 90-degree illumination
- Outdoor lighting should be located, screened, shielded so that abutting lots with residential developments are not directly illuminated, the design should reduce glare to not impair the vision of motorists
- Motion activated lighting that dims when no activity is detected can be explored to increase energy efficiency
- Any internal illumination in which light fixtures are directly visible from the exterior is best directed internally upward or should contain shielded internal light fixtures



Project: Center street parking garage, Berkeley. Source: wonglogan.com. Photo: Marcy Wong



Project: Gateway Plaza, Richmond. Source: mgmgraph.com



Project: 1001 State St, Chicago. Source: www.ajbrownimaging.com. Photo: AJ Brown