

# T5 Center

## Introduction

T5 Centers are gathering places for residents and visitors within and near Davidson County, where people can live, work, and recreate. Residents and visitors meet at centers to engage in commerce, civic, and recreational activities on a more grand scale than can be found in their individual neighborhoods or communities. T5 Center transect areas are where multiple neighborhoods and communities meet and therefore reflect the diverse population that exists within Davidson County.

Places identified as "centers" vary in scale and function. Centers may be small enough that they serve a single neighborhood; in that case, the center is part of a complete neighborhood that may exist in T2 Rural, T3 Suburban, and T4 Urban transect areas. T5 Center applies to generally larger areas that are more intensely developed with a regional service area.

T5 Centers are envisioned to evolve over time into complete communities that feature a mixture of housing convenient to commercial, employment, and recreational land uses. Complete communities provide multiple modes of transportation with sidewalk and bikeways or multi-use paths and facilities for mass transit. In any case, each T5 Center is encouraged to develop to meet the functional scale and service needs of the area served.

Building height and footprints may vary within T5 Centers. Generally, buildings are taller than in surrounding Community Character Policies, accommodating multiple uses and functions and often providing structured parking, entertainment, office, and open space. Developable land is used to the highest extent possible, building upward rather than outward.

Buildings orient to the main transportation corridors or other prominent streets. Streets are framed by buildings with shallow front setbacks or built to the back edge of the sidewalk, creating a pedestrian space for residents and visitors to enjoy retail space or outdoor dining.

## GENERAL CHARACTERISTICS OF T5 CENTER\*

- Predominantly residential
- Mixed use centers and corridors
- Highly developed
- Medium to high density
- Diversity of housing types throughout
- Accessible open space
- High connectivity (ped/bike/vehicular)
- Alley systems access
- Generally smaller lots
- Moderate to short distance between intersections
- Linear streets
- High lot coverage
- Shallow and consistent setbacks
- Minimal spacing between buildings
- Low to mid rise development
- Formal landscaping

*\*Disclaimer: This information is provided as an aid for general reference and should not be construed as all data that may apply to each property. Users should independently verify the accuracy of the information.*

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Using Centers to the highest extent possible

Roadway design for corridors also contributes to a welcoming pedestrian space. Corridors accommodate on-street parking, street trees, and active street-level uses. As a result, residents and visitors move about freely on foot, bicycle, automobile, or mass transit. In addition, a more compact block structure and a highly connected street pattern makes multiple transportation modes attractive and efficient.

Intensification in T5 Centers may reduce the amount of available open space and green space. To offset this loss, new developments often provide open space in the form of pocket parks, open plazas, and unique roof top gardens. Residents and visitors also enjoy active open space amenities such as water play features, amphitheaters, and patio seating.

## **Additional Guidance for Development of Sites that Contain Historically Significant Features**

Many areas contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's

social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing in the National Register of Historic Places
  - Listed in the National Register of Historic Places
  - National Historic Landmark

Owners of property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Changes to properties located within a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay must comply with the applicable design guidelines.

## **Zoning**

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development

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within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with policy are generally encouraged to redevelop in accordance with applicable Community Character Policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with the Community Character Policy for the site. Zone change applications for such sites may be considered on their merits provided that:

- There is no territorial expansion of the inconsistent use and/or zoning;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect area in which the site is located;
- The proposed development is consistent with the Design Principles of the applicable Community Character Policy in which the site is located;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

## **Additional Guidance in Community Plans and Detailed Plans**

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.



**Open space in T5**

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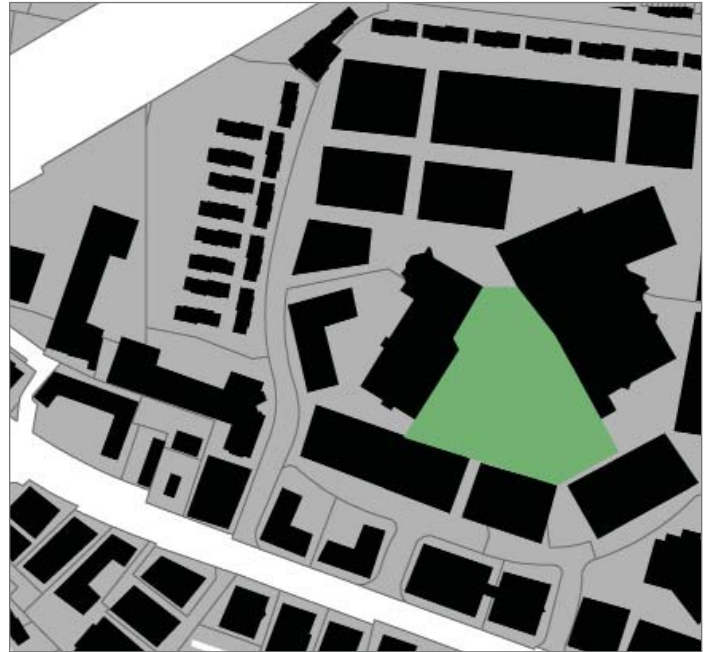
T5 Open Space



T5 Mixed Use Neighborhood



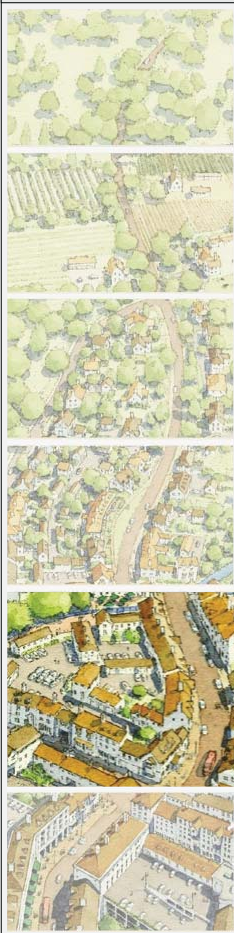
T5 Regional Center



T5 Super Regional Center

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# T5 Center

Transect	Elements	Intent	Policy
 <p data-bbox="349 1291 422 1344"><b>T5</b></p>	<div data-bbox="341 819 885 1123" style="background-color: #76c7a0; color: white; padding: 20px; text-align: center;"> <h2 data-bbox="487 945 860 1008">Neighborhoods</h2> </div> <div data-bbox="422 1123 885 1438" style="background-color: #009688; color: white; padding: 20px; text-align: center;"> <h2 data-bbox="568 1249 779 1312">Centers</h2> </div>	<div data-bbox="893 819 1131 1123" style="background-color: #a0d8c0; padding: 20px; text-align: center;"> <p data-bbox="901 903 1071 1039">Maintain Enhance &amp; Create</p> </div> <div data-bbox="893 1123 1131 1438" style="background-color: #009688; color: white; padding: 20px; text-align: center;"> <p data-bbox="901 1239 1071 1323">Enhance &amp; Create</p> </div>	<p data-bbox="1153 913 1356 1039">T5 Center Mixed-Use Neighborhood</p> <p data-bbox="1136 1260 1404 1312">T5 Regional Center</p>

# T5-MU Center Mixed Used Neighborhood

## Policy Intent

Maintain, enhance, or create high-intensity urban mixed use neighborhoods that are characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern.

## General Characteristics

T5 Center Mixed Use Neighborhood (T5-MU) areas are intended to be among the most intense areas in Davidson County with a diverse mix of residential and nonresidential uses and consist of the following characteristics:

- Include major employment centers, representing several economic sectors including health care, finance, retail, the music industry, and lodging;
- Contain a significant amount of vertical mixed use development in buildings that contain high-density residential, institutional, high-intensity commercial, and office land uses;
- Regularly spaced buildings built to the back edge of the sidewalk with minimal spacing between buildings;
- Parking located in structures, and any surface parking behind or beside the buildings and accessed by side streets or alleys;
- Consistent use of lighting and formal landscaping;
- Served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit;
- Distinguishable boundaries identified by block structure, consistent lot size, and building placement; and
- Provide services to meet the daily needs of residents in the neighborhood and within a five to ten minute walk of the area, as well as services that are needed less frequently within a regional service area.

## EXAMPLES OF APPROPRIATE LAND USES\*

- Residential
- Mixed Use
- Office
- Institutional
- Commercial
- Light industrial including non-nuisance crafts and other "cottage" industrial, warehousing/distribution

## ZONING\*

- MUG-A
- MUI-A
- ORI-A
- Design-based zoning
- Zone changes to CF may be considered on their merits in the Midtown T5-MU area from east of 21st Ave to I-40

## BUILDING TYPES

- Low-Rise Townhouse
- Mid-Rise Townhouse
- Courtyard Flat
- Low-Rise Flat
- Mid-Rise Flat
- Low-Rise Mixed Use
- Mid-Rise Mixed Use
- Low-Rise Commercial
- High-Rise
- Stepped High-Rise
- Institutional

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# T5-MU Center Mixed Used Neighborhood

## Application

T5-MU policy is applicable to areas that are zoned for a mixture of commercial, office, residential, mixed use, and in some cases light industrial land uses, where the land uses are mixed use in accordance with the zoning. T5-MU policy is applied where there is an expressed interest in the area's development pattern evolving to promote a mixture of commercial and office land uses with a diverse mixture of housing types and high connectivity. The following characteristics exist and indicate that the area is likely to continue to evolve:

- High vacancy rates, high proportion of vacant land;
- Potential for consolidation or subdivision of lots;
- Incongruity between existing land use and zoning;
- Proximity to evolving centers or corridors; and/or
- Age and condition of the existing development.

Commonly used boundaries to define T5-MU areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, human-made features (rail lines, major utility easements, prominent streets), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning process.

## Design Principles

### *Building Form and Site Design*

The building form is reflective of a high-intensity, urban, mixed use environment in terms of its mass, orientation, and placement. The building form is appropriate to the street type and is designed to be compatible, on the edges of T5-MU areas, with adjacent Community Character Policies. A hierarchy of primary, secondary, and tertiary streets may be established through the Community Plan process to assist in delineating areas where differing building mass, orientation, and placement are appropriate.

**Massing** – The massing of vertical mixed use and non-residential buildings results in a footprint with high lot coverage. The massing of residential buildings results in a footprint with high lot coverage. The scale and massing of industrial buildings is designed through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses.

**Orientation** – Non-residential buildings, including the main pedestrian entrance, are oriented to the street. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate function-appropriate features such as outdoor dining, retail display, and landscape buffering associated with industrial developments or hardscaped plazas.

Residential buildings, including entrances, are oriented to the street or to an open space, which may vary and could include courtyards or other types of functional and accessible open spaces.

Uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms.

**Setbacks** – Residential building setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. There is minimal spacing between buildings.

**Density** – Density and intensity are secondary to form of development; however, the T5-MU areas are intended to be among the county's most intensely developed.

**Building Height** – T5-MU areas are generally centrally located and serve as regional hubs that include medical, office, and educational facilities. Their roles as regional hubs, along with their diversity of building types and uses, results in a mixture of building heights, including high-rise buildings.



# T5-MU Center Mixed Used Neighborhood



**Massing and orientation of a building in T5 with distinction between the public and private realm**

The intensity of non-residential development is high with mixed use, office, commercial, and some forms of light industrial uses in buildings ranging from two to greater than 20 stories in height. Future building heights are based on the building type, surrounding context, architectural elements, and location within the T5-MU area.

Consideration of appropriate heights is based on the following factors:

- Proximity to other Community Character Policies and the role of the building in transitioning between policies;
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the T5-MU area in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;

- Prominence of the street and its role in the T5-MU area's street hierarchy;
- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersection in the center being favored for taller buildings;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography of the surrounding area;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Future height of industrial buildings is based on the building type, surrounding context, and location within the T5-MU area. Consideration of appropriate heights is based on the following factors:

- Proximity to other community character policies and the role of the building in transitioning between policies;
- Height of surrounding buildings;
- Prominence of the streets; and,
- Impacts on adjacent historic structures.

**Landscaping** – Landscaping is formal. Planting strips are most appropriate where concentrations of residential units are found, especially where there are ground-level units, while street trees in wells are more appropriate in more mixed use areas. Planting strips are also appropriate in industrial areas. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

# T5-MU Center Mixed Used Neighborhood



**Formal landscaping with tree wells**

Landscaping or structural treatments such as walls are used to screen ground utilities, automobile-related uses, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Landscaping and/or trees are one means to screen surface parking and structured parking.

**Parking** – Parking for multifamily buildings or commercial or mixed use buildings is ideally provided in structures located behind, beside, or beneath primary buildings and utilizes a liner so parking structures are not located on public streets. If a liner is unfeasible, parking structures have architectural cladding and other façade treatments on walls facing public streets so as to resemble other buildings with other types of uses. If structured parking is unfeasible, parking is primarily behind the building with limited parking beside the building. Parking beside the building is designed to cause minimal disruption to the way the buildings frame the street and to create a pedestrian-friendly environment. An exception is made for automobile-related uses such

as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques, such as a knee wall, are used that effectively separate the private and public realms.

Parking is accessed via alleys. Given the scale and multiple uses of the street, on-street parking that offsets parking needs and creates a buffer between the street and the pedestrian is generally appropriate unless the transportation function of one of the area's corridors would be compromised by on-street parking. Given the mixture of uses present, which will draw clients, employees, and residents at different points in the day, shared parking is encouraged. When establishing parking quantities, other design principles are not compromised. Bicycle parking is provided.

**Signage** – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complement and contribute to the envisioned character of the corridor. Signage is scaled for pedestrians and building-mounted signs, projecting signs, or awning signs are appropriate. Skyline signage is also appropriate. Monument signs may be appropriate.

## *Transitioning*

**Higher Intensity** – Buildings at the edges of T5-MU areas form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T5-MU areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;

# T5-MU Center Mixed Used Neighborhood

- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and
- Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

## *Connectivity*

**Access** – The major transportation corridors within the T5-MU area are intended to move vehicular traffic efficiently while providing equally efficient sidewalks and bikeways. High access management is observed. The existing block patterns are maintained as redevelopment occurs and are not fragmented with additional streets or driveways, unless the Community Plan specifies that the blocks themselves be redeveloped.

Access to these major transportation corridors is provided by side streets; new driveways are discouraged. Curb cuts are limited to minimize conflict points between the thoroughfares and adjacent development. Excess curb cuts are eliminated through redevelopment. Shared access and cross access are essential. Access into developments is aligned, where applicable, with access for development across the street. Coordinated access and circulation are essential to creating development that functions as a whole instead of as separate individual building sites.

Vehicular access to residential, commercial, office, and mixed use is provided primarily by alleys. When possible, vehicular access to light industrial uses should also be provided by an alley. Larger industrial uses may be served by driveways based on existing and surrounding access. When alley access is unavailable or infeasible, shared

access is appropriate. Pedestrian and bicycle access are provided from a primary street. Pedestrian connections from vehicular access points to building entrances are safe and comfortable, as are pedestrian and bicycle access routes from transit connections to building entrances.

**Block Length** – Blocks are linear with short distances between intersections. Blocks may be restructured and streets may be realigned to encourage higher-intensity redevelopment and equal or improved bicycle, pedestrian, and vehicular circulation.

**Pedestrian/Bicycle** – Pedestrian and bicycle connectivity is high and is provided by sidewalks and bikeways. Pedestrian connectivity within T5-MU areas is high in order to allow residents, employees, and visitors to park and walk to multiple destinations. Sidewalks are present and crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone. Pedestrian and bicycle connectivity to existing or planned transit is provided.

**Vehicular** – Vehicular connectivity is high and is provided in the form of local roads, collector avenues, and arterial boulevards to provide residents and visitors with multiple routes and reduce trip distances. Cul-de-sacs are inappropriate. The street network is complemented with an alley network that provides access to residences and businesses.

**Transit** – Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that accommodate transit stops.

# T5-MU Center Mixed Used Neighborhood

## Zoning

The following is a list of zoning districts that may be appropriate within a given T5-MU area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T5 MU policy that are detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T5-MU policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- MUG-A
- MUI-A
- ORI-A
- Design-based zoning
- Zone changes to CF may be considered on their merits in the Midtown T5-MU area from east of 21st Ave to I-40.

Other existing or future zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

# T5-RG

## Center Regional Center

### Policy Intent

Enhance or create regional centers, encouraging their development as intense mixed use areas that serve the region with supporting land uses that create opportunities to live, work, and recreate.

### General Characteristics

T5 Regional Centers (T5-RG) are pedestrian-friendly areas, generally located at the intersection of two arterial boulevard streets, and contain commercial, vertical mixed use, residential, and institutional land uses and consist of the following characteristics:

- Serve communities within a reasonable driving distance or a five to ten minute walk but may contain uses that draw from a regional trade area;
- Intensity generally placed within boundaries not exceeding a half mile in diameter, and transitional uses placed within boundaries not exceeding one mile in diameter measured from the most prominent intersection;
- Mixed use, commercial, residential, and institutional buildings regularly spaced with buildings generally built to the back edge of the sidewalk and minimal spacing between buildings;
- Parking behind, beside, or beneath the building, or on-street;
- Consistent use of lighting and formal landscaping;
- Highly connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space; and
- Distinguishable boundaries identified by land uses, building types, building placement, and block structure.

### EXAMPLES OF APPROPRIATE LAND USES\*

- Mixed Use
- Commercial
- Office
- Residential
- Institutional

### ZONING\*

- RM20-A-RM60-A
- OR20-A, OR40-A, ORI-A
- OG
- MUG-A, MUI-A
- Design-based zoning

### BUILDING TYPES\*

- Low-Rise Townhouse
- Mid-Rise Townhouse
- Courtyard Flat
- Low-Rise Flat
- Mid-Rise Flat
- Low-Rise Mixed Use
- Mid-Rise Mixed Use
- High-Rise
- Stepped High-Rise
- Institutional

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# T5-RG

## Center Regional Center

### Application

T5-RG policy is applicable to areas that are zoned primarily commercial and mixed-use, where the primary land use is commercial and mixed-use, or that are envisioned to become primarily commercial, mixed use, and high-density residential. Their locations are such that intensification is supported by surrounding, existing, or planned residential development, adequate infrastructure, and adequate access such as arterial boulevard streets and freeway interchanges.

Commonly used boundaries to define T5-RG areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, residential). The application and boundary delineation of this policy are established during the Community Planning process.

### Design Principles

#### *Building Form and Site Design*

The building forms in terms of its mass, orientation, and placement are appropriate to the building and street type/size and are appropriate to the infrastructure to which the building has access.

Property consolidation to create larger development sites within T5-RG areas may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category.

**Building Type** – A mix of building types is expected in T5-RG areas with preference given to mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and



**High lot coverage and a strongly articulated facade**

the feasibility of public investments such as sidewalks and transit. Commercial, office, institutional, and multifamily residential buildings are also found within T5-RG areas.

**Massing** – The massing of non-residential buildings results in a footprint with moderate to high lot coverage, with a maximum total first-floor tenant space of no more than 60,000 square feet. Additional individual first-floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- Strongly articulating the façade of large buildings and including such elements as windows and doors;
- Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles;
- Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center environment that serves as a destination within the center; and
- Providing one or more areas of publicly accessible, usable, and inviting open space within the development.

The massing of residential buildings results in footprints with moderate lot coverage.

# T5-RG Center Regional Center

**Orientation** – Mixed-use and non-residential buildings, including entrances, are oriented to the street. The street wall is articulated, especially for longer building façades. Orienting buildings to parking is discouraged.

Residential buildings are oriented to the street or an open space. Types of open spaces may vary and could include courtyards or other types of functional and accessible open spaces.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection.

Uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms.

**Setbacks** – For mixed-use, office, and commercial buildings, the front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining, art, or retail display. With these exceptions, the building may be required to include at least a portion of the building façade to be built to the sidewalk. Setbacks for residential buildings are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops are common to provide for some interaction between the public and private realm and for a pedestrian-friendly environment. There is minimal spacing between buildings.

Development within the transitions along side streets that are between the T5-RG and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

**Building Height** – Mixed-use, non-residential, and residential buildings rise up to 15 stories in height, unless a mandatory Urban Design Overlay is in place with appropriate design standards to ensure a pedestrian-friendly, cohesive development pattern that



**Building facade at the edge of the sidewalk to engage the public realm and create a pedestrian-friendly environment**

transitions in height to the adjacent neighborhoods. The appropriate height is based on the building type, location, architectural elements, and surrounding context.

Consideration of taller heights is based on the following factors:

- Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the center in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersection in the center being favored for taller buildings;

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- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to existing or planned transit;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

**Landscaping** – Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, shrubs, and other plantings are provided. Nonresidential uses and surface parking lots are buffered when they abut residential development.

Landscaping or structural treatments such as walls are used to screen ground utilities, automobile related uses, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

**Parking** – Parking is provided on-street or on-site in structures or surface lots. Structured parking hidden from view with liner buildings is preferred. Whether structured or surface, parking is located behind, beside, or beneath the primary building with one row of parking allowed between all buildings (including outparcels) and the street. If parking is located in front of the primary



Range in building height in a Center

building, then the parking is screened from the primary street(s), by buildings on outparcels, which are oriented to face the primary street with setbacks and spacing that create a street wall that fosters a pedestrian-friendly environment. arking beside the building is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian-friendly environment.

An exception is made for automobile-related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the private and public realms. An example of such a technique would be a knee wall.



# T5-RG Center Regional Center

Surface parking is divided into sections by landscape islands and internal street networks designed to allow future development or infill as a street with buildings lining it. In all cases, parking is screened from view of the street and from view of abutting residential properties.

On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. When establishing parking quantities, other design principles are not compromised. Shared parking is encouraged. Bicycle parking is provided.

**Signage** – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the Center or the streetscape.

The design and location of signage complement and contribute to the envisioned character of the T5-RG area. Signage is generally scaled for pedestrians, and building-mounted signs, projecting signs, or awning signs are appropriate. In rare occasions, based on the use and classification of the street, signage scaled for vehicles may be appropriate. In that case, monument signs are appropriate and are consolidated to the greatest extent possible.

## *Transitioning*

**Higher Intensity** – Buildings at the edges of T5-RG areas form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T5-RG areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;
- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;



**Parking located to the side and screened from the street**

- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and,
- Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

## *Connectivity*

**Access** – T5-RG areas are generally located on prominent thoroughfares intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and transit. Access may be provided from an arterial boulevard or collector avenue, but is consolidated to the highest extent possible along main thoroughfares to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points. All other access is provided by side streets, alleys, or service lanes. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within T5-RG areas is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

# T5-RG

## Center Regional Center

**Block Length** – Blocks are linear with short distance between intersections.

**Pedestrian/Bicycle** – Pedestrian and bicycle connectivity to surrounding neighborhoods, corridors, existing or planned transit, and open space is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within T5-RG areas is high in order to allow pedestrians to park and walk from building to building. Sidewalks are present, and crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

**Vehicular** – Vehicular connectivity to surrounding neighborhoods, corridors, and open space is high. The T5-RG area is generally located at an intersection of two arterial boulevards. Connectivity within the T5-RG area is provided through coordinated access and circulation, which may include the construction of new streets, drives, and alleys.

**Transit** – Access to mass transit is provided, is located near easily accessed areas of the T5-RG area and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that can accommodate transit stops.

### Zoning

The following is a list of zoning districts that may be appropriate within a given T5-RG area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T5-RG policy that are detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T5-RG policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- RM20-A-RM60-A
- OR20-A, OR40-A, ORI-A
- OG
- MUG-A, MUI-A
- Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.