

# Music Row Design Guidelines

Nashville/Davidson County  
Metropolitan Planning Commission

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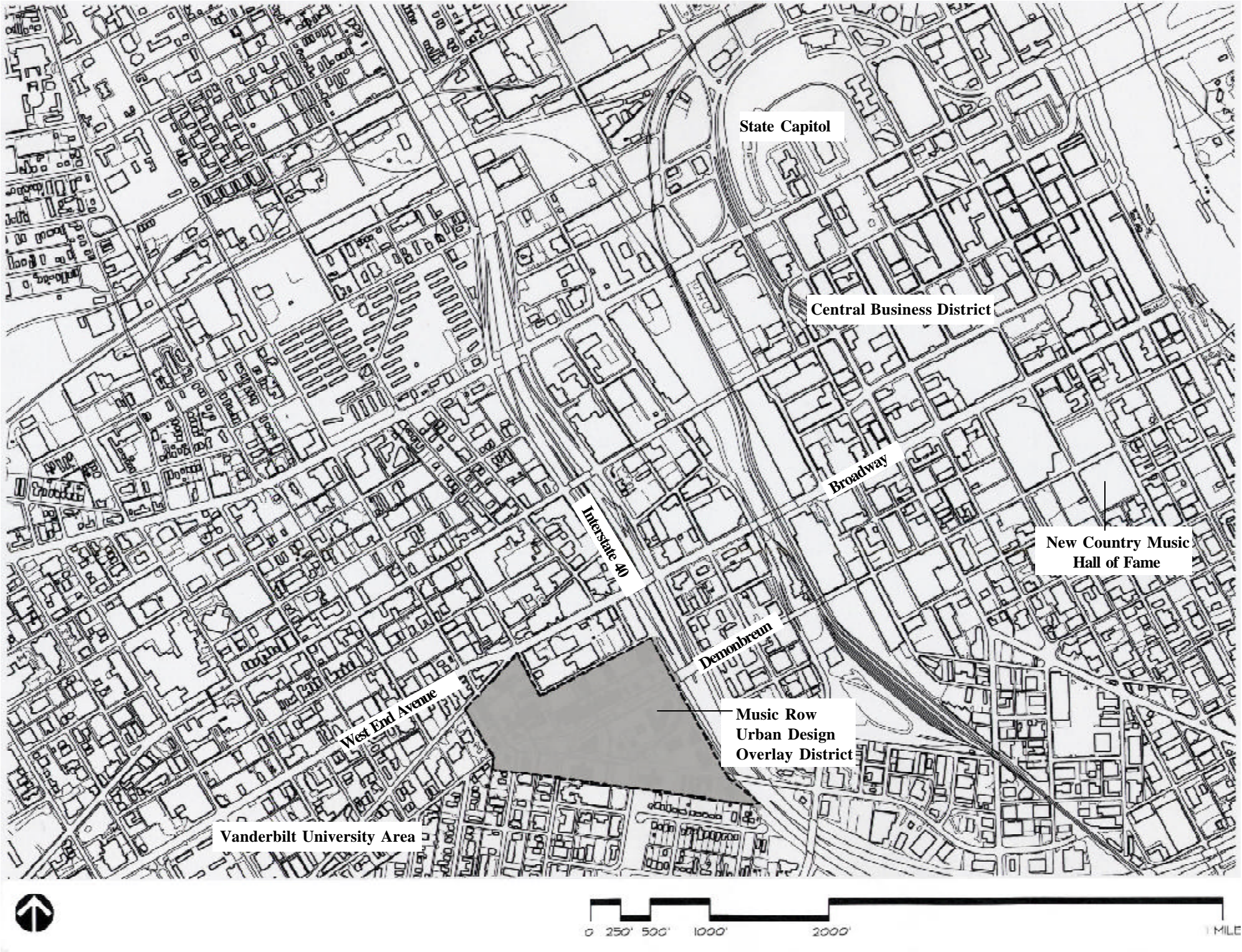
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Music Row Urban Design Overlay District Location Map



Statement of Intent

This document is intended to serve as a guide to assist property owners, developers, architects, builders, business owners, public officials, and other interested citizens when considering rehabilitation, redevelopment or new construction in the Music Row Urban Design Overlay District.

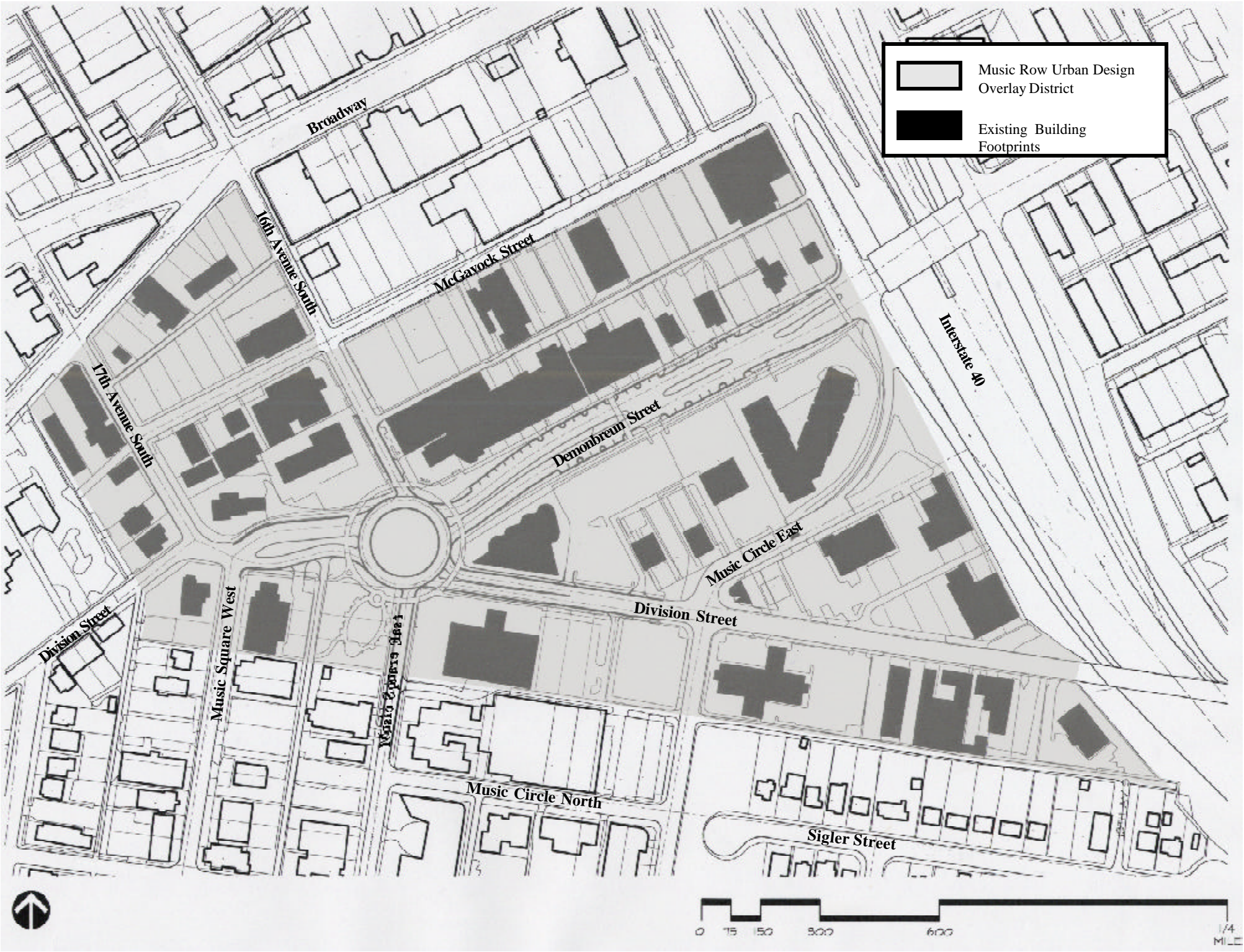
With the impending relocation of the Country Music Hall of Fame from 16th Avenue South to Downtown Nashville, the commercial area anchoring “Music Row” will lose its key tourist attraction and activity generator. Recognizing this new challenge, the Metro Government commissioned *The Music Row Planning and Design Study* in 1997 to address the changing character of the area. The plan outlines economic and design strategies intended to physically enhance the area and reposition it within the local real estate market. A key recommendation of the plan is the application of an Urban Design Overlay (UDO) district consistent with the boundaries of the 1997 Music Row study area. The *Subarea 10 Plan* was amended in 1997 to recognize Music Row as an area worthy of a UDO. The design guidelines in this document will serve as the basis for the UDO.

The design guidelines are intended to ensure new development and redevelopment in the study area that:

- Reinforces a scale and form of development that emphasizes sensitivity to the pedestrian environment;
- Reinforces a scale and form of development that balances the needs of pedestrians with the benefits provided by automobile traffic;
- Accommodates the area’s parking needs, while still maintaining a pedestrian-oriented urban environment;
- Provides for the strategic placement of public spaces in relationship to building masses, streetscapes, and landscaping features;
- Encourages active ground floor uses to animate the street, such as restaurants, shops and services;
- Includes the adaptive use and sensitive rehabilitation of existing older buildings;
- Protects and enhances the economic viability of the area, as well as a diversity of uses and activities;



Music Row Urban Design Overlay District



Creation & Use of Guidelines

These guidelines are intended to shape future development in a manner that will leverage the substantial public investments in the Music Row Urban Design Overlay District. In particular, the implementation of these guidelines will ensure that rehabilitations, redevelopment, and new construction in the district will contribute to an emerging urban form that will provide a new focal point for the city and benefit area property owners, businesses, residents, and other stakeholders.

How the Guidelines were Created

These guidelines were developed through a collaborative process that encouraged the input of those having a stake in the future of the Music Row Urban Design Overlay District. A number of general design principles were outlined in the *Music Row Planning and Design Study* completed for Metro government in 1997. At the project “kick-off” meeting for creating these guidelines, an abbreviated *Vision Survey* was conducted to test the design principles developed in 1997 and to gain additional public input (See Sheet 4). After the intial design concepts and guidelines were developed for the district, another public meeting was held to present those ideas and receive feedback. A draft version of the guidelines was then prepared, presented for further public input, and refined until this document accurately reflected the stakeholders’ consensus.

How to Use the Guidelines

These guidelines should be used by property owners, developers, architects, builders, business owners, public officials, and interested citizens when considering rehabilitation, renovation, redevelopment or new construction in the Music Row Urban Design Overlay District. These guidelines should also be consulted by Metro government with respect to proposed infrastructure and streetscape improvement projects. While the underlying “base” zoning continues to govern land use, these guidelines are customized for the district and will supersede the base zoning for all design issues. The guidelines will provide more specific bulk, landscaping, parking and signage standards. To ensure consistency with these guidelines, the Metropolitan Planning Commission’s staff will review all projects in the district which require building permits. The word “shall” or “shall not” indicates those design standards that are mandated, while terms such as “should,” “encouraged,” and “discouraged” indicate design principles which are more flexible and advisory in nature. Unforeseen physical conditions and subsequent architectural programmatic constraints may warrant exceptions to the guidelines. In such cases, planning staff will review alternative design solutions as they relate to the intent of the guidelines and accept alternatives that present the best urban design solution. Where a single use or purpose spans more than one Sub-district, planning staff will explore with the developer alternative solutions that achieve the design intent of the guidelines.



## Music Row Urban Design Overlay District in 1908



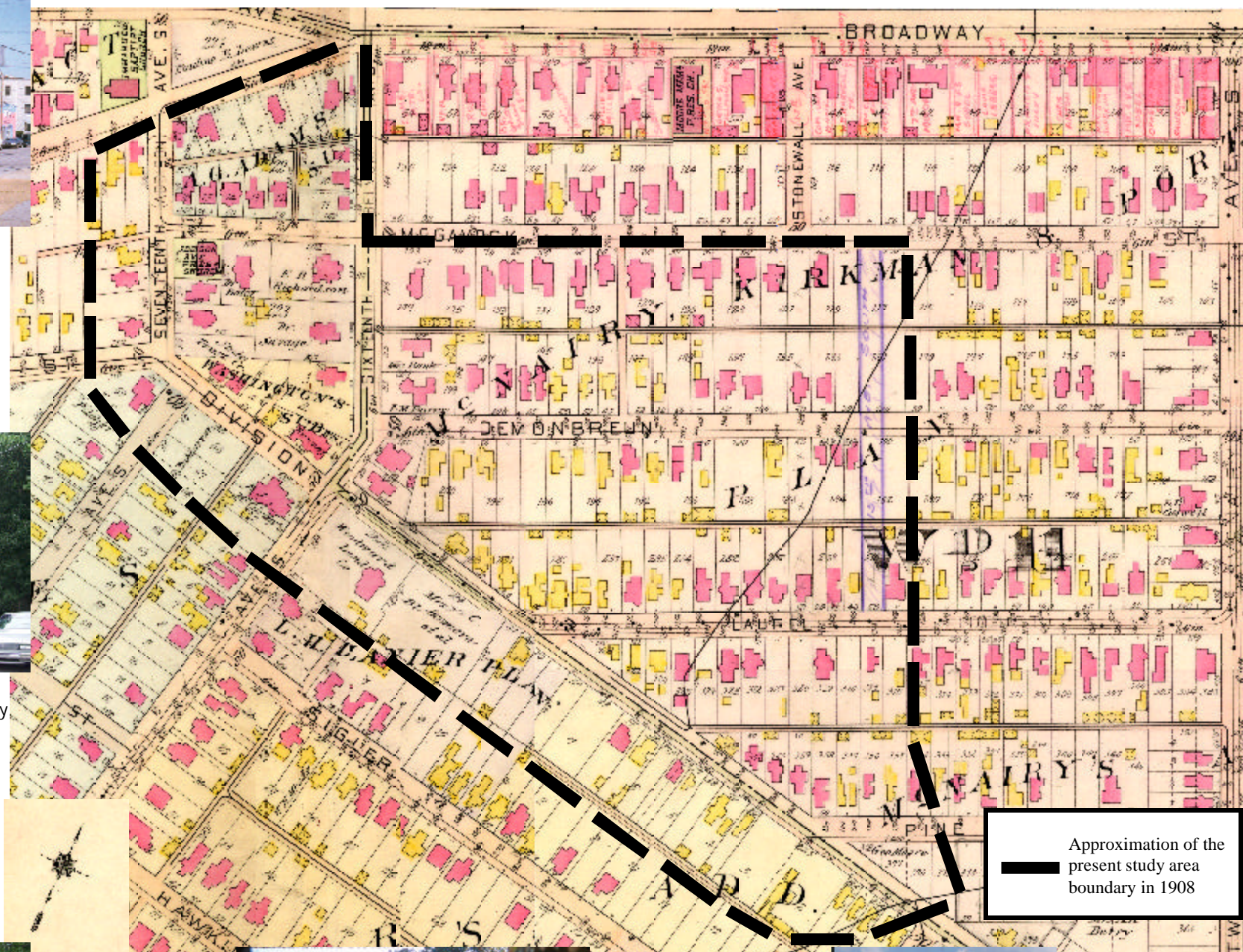
These structures along 17th Avenue are representative of the historic commercial building types that characterized the area prior to WWII.



This historic house at the corner of Music Square West and Division Street is currently used as a residence.



This house at the corner 17th Avenue South and Division Street is a historic remnant of the vibrant residential area that existed within the study area during the first half of the twentieth century.



Approximation of the present study area boundary in 1908

Source: 1908 Map of the City of Nashville. Published by G.M. Hopkins Co. Philadelphia, Pa.



In recent decades, the Country Music Hall of Fame has served as an economic anchor for the study area. Its impending relocation to Downtown Nashville presents a host of opportunities and challenges.



Tourism, until recently the primary economic engine and activity generator for the Music Row commercial area, will likely be replaced by offices and retail uses oriented towards office workers and residents in the area.

## History

Located along a former trolley line that ran west on Broadway from Downtown Nashville, the study area developed as one of Nashville's early residential suburbs. Prior to extensive residential development occurring, a Federal fort was constructed during the Civil War at the street intersection of today's Demonbreun, Division and 16th Avenue. Originally named Fort Houston after the key land owner of this site, it was subsequently renamed Fort McCook after a Union general. While there are no records of any significant combat directly associated with the fort, it held a strategic position because of its high elevation and proximity to key roads (Source: *The Battle of Nashville*, Stanley Horn).

As evidenced by the historic map at left, the neighborhood was well developed by 1908. Typical of historic development patterns, the area featured a grid of streets lined by narrow lots with homes placed relatively close to the street. Rear alleys were also an important feature of the area. The construction of Interstate 40 had an impact on the area, as McGavock Street, which previously connected with the Gulch and Downtown Nashville, became a dead-end.

In the 1950s and 1960s, recording studios, publishing houses, and talent agencies began to appear as the music industry started to gravitate to the study area. With the construction of the Country Music Hall of Fame on 16th Avenue South in 1967, the area became known as "Music Row." A number of retail and service businesses catering to tourists drawn by the County Music Hall of Fame opened along Demonbreun Street. The streetscape along Demonbreun was characterized by a suburban appearance with front parking, numerous curb cuts, and high-way-scaled street lights.

In 1996, plans were announced to move the Country Music Hall of Fame from its current location on 16th Avenue South to Downtown Nashville. Facing the loss of its key economic engine and activity generator, the Metropolitan Government commissioned the 1997 *Music Row Planning and Design Study*, which made recommendations on how to physically and economically enhance the area. A key recommendation now being implemented is the construction of a roundabout to replace the confusing intersection of Division Street, Music Square East, 16th Avenue South, and 17th Avenue South. Also recommended in the 1997 study and in the process of construction are streetscape improvements along Demonbreun Street, which are intended to make the area more pedestrian-friendly.



Inappropriate

NO

Appropriate

YES

Streetscapes



This street, characterized by a narrow sidewalk, numerous curb cuts, and highway-scaled lighting, was found inappropriate for the study area by 100% of survey participants.



Key elements of a successful urban streetscape are present in this image, including on-street parking, wide sidewalks, street trees, street furniture and pedestrian-scale storefronts and lighting. A total of 86% of survey respondents found it appropriate for the Music Row area.



The textured brick pavers, clearly identified pedestrian-crossings, landscaped median, wide sidewalks, and ground floor retail with canopies above combine to create a pleasant and visually interesting streetscape environment. 93% of respondents found this image appropriate.

Buildings



This image was viewed as inappropriate by 86% of survey respondents. This building features a large internally-lit canopy, a low, horizontal orientation and darkened storefront glass.



The street-level storefronts, four-story scale, rich materials and varied massing of these buildings resulted in 100% of survey respondents finding it appropriate for Music Row.



A comfortable pedestrian scale is achieved at the street level through an expansive storefront, extensive glazing, a well-designed awning, and pilasters. This image was found appropriate by 86% of survey respondents.

Parking



This parking lot lacks any screening or landscaping to minimize views of parked cars as seen from the street. Not surprisingly, this image received the lowest rating among parking images, as 100% of survey respondents found it inappropriate.



A combination of shade trees and low evergreen hedges are used to partially screen this parking lot and provide a "green edge." This image was considered appropriate by 86% of survey respondents.



This rear parking lot features extensive landscaping, human-scaled lighting, and attractive architecture. This image was considered appropriate by 93% of survey respondents.

Public Input Results

The *Music Row Planning and Design Study*, completed in 1997, outlines some general design principles for the Music Row study area. These principles were developed through a public participation process that included public meetings, as well as smaller focus group sessions. In order to test the appropriateness of those design principles and to gain additional public input, a *Vision Survey* was conducted as part of an interactive public meeting held on April 19, 2000. The purpose of the survey was to solicit visually-based preferences regarding development and design issues in the district. The participants were shown numerous slide images organized into the following three categories:

- Streetscapes
- Buildings
- Parking

For each image, respondents were asked the question "Is this image appropriate for the Music Row Study Area?" They were asked to rate the image on a scale of 1 to 5, with 5 being the most appropriate. An opportunity for comments was also provided on the survey sheets, and an in-depth discussion occurred after the survey as the images were revisited. Among the key findings of the survey were:

Streetscapes

- Automobile-oriented streetscapes having multiple drive lanes, numerous curb cuts, and lacking adequate sidewalks and landscaping received the lowest scores.
- Streetscapes characterized by on-street parking, street trees, wide sidewalks, pedestrian-scaled lighting, and buildings sited along the street received the highest scores.

Buildings

- Buildings with a low horizontal orientation and long uninterrupted facade planes received the lowest scores.
- Buildings with appropriately varied facades, a vertical orientation, and inviting storefronts rated the highest.

Parking

- Parking lots lacking screening and landscaping to minimize direct views of parked cars received the lowest scores.
- Parking located to the rear of buildings with limited or no view from the street was viewed favorably by survey respondents.



### Sub-District Map



### Sub-Districts

Due to the diversity of development character in the Music Row district, three sub-districts have been identified. The identification of the sub-districts is based on the following three key factors:

- The existing development pattern;
- The existing building types; and/or
- The future potential.

Where appropriate, specific design standards have been developed for each sub-district. The three sub-districts are as follows:

#### Sub-District 1: Core

The *Music Row Planning and Design Study* recommended that new development fronting the future roundabout respond in some manner to its curvilinear form through elements of the building and/or site design. This special design treatment, as well as the permitted scale of development, distinguishes this sub-district from the others. Some properties with frontage along Broadway, between 16th and 17th, have also been included in the sub-district. These properties are located adjacent to a “wedge-shaped” parcel of land formed where Broadway splits. Due to the prominence of this location and the width of Broadway in this area, large scale development is appropriate.

#### Sub-District 2: Corridor

This sub-district includes properties with frontage on Demonbreun Street, as well as properties adjacent to Sub-District 1 having frontage on Division Street, 16th Avenue, and Broadway. This sub-district is envisioned as providing a transition to a smaller scale from the roundabout area of Sub-District 1. Along Broadway, this sub-district provides a transition to a smaller scale of development as the street width becomes narrower.

#### Sub-District 3: Support

This sub-district includes properties with frontage along McGavock Street, Division Street, Music Circle East, Music Square West and 17th Avenue South. With the exception of the west side of 17th Avenue South, there is no existing cohesiveness to building design and no established development pattern. This area is envisioned as having a development character similar to existing properties along Music Square East and Music Square West.



In the *Core Sub-District*, a roundabout will replace the confusing intersection at Division Street, Music Square East, 16th Avenue South, and 17th Avenue South.



In the *Corridor Sub-District*, streetscape improvements will enhance this segment of Demonbreun Street, which is a gateway to Downtown Nashville from the west.



This view looking southeast down Division Street reveals a lack of design cohesiveness to the buildings and the streetscape in this portion of the *Support Sub-District*.



Sub-District 1: Core

Buildings

Build-to Line

- Buildings with frontage on the roundabout: the build-to line shall be 146 ft., plus or minus 5 ft., from the center point of the roundabout. All other frontage shall match the adjacent sub-districts build-to/setback line.
- Buildings with frontage on Broadway: any building wall facing a public street shall be built to the sidewalk, with the only exception being a 15 ft. maximum front setback to allow for an outdoor dining area.
- For buildings with frontage on the roundabout, the front facade shall occupy the full street frontage (parcel width). For all other public street frontage in the sub-district, building facades shall occupy the full street frontage (parcel width), with exceptions for a maximum 6 ft. side yard setback, vehicular access drives with an additional 6 ft. for sidewalks, pedestrian passages, and entrances. The first floor of parking garages shall be considered front facade if retail/service uses are provided at the ground level, and it does not front onto the roundabout. (See Sheet 7 for parking garage standards)

Height

- Buildings with frontage on the roundabout: shall not exceed 150 ft. (approximately 10 office stories), and shall be a minimum of 91 ft. at all build-to lines (approximately 6 office stories).
- Buildings with frontage on Broadway: shall not exceed 150 ft. at the build-to line (approximately 10 office stories).
- The minimum first floor height shall be 16 ft. from finished floor to finished floor.

Massing

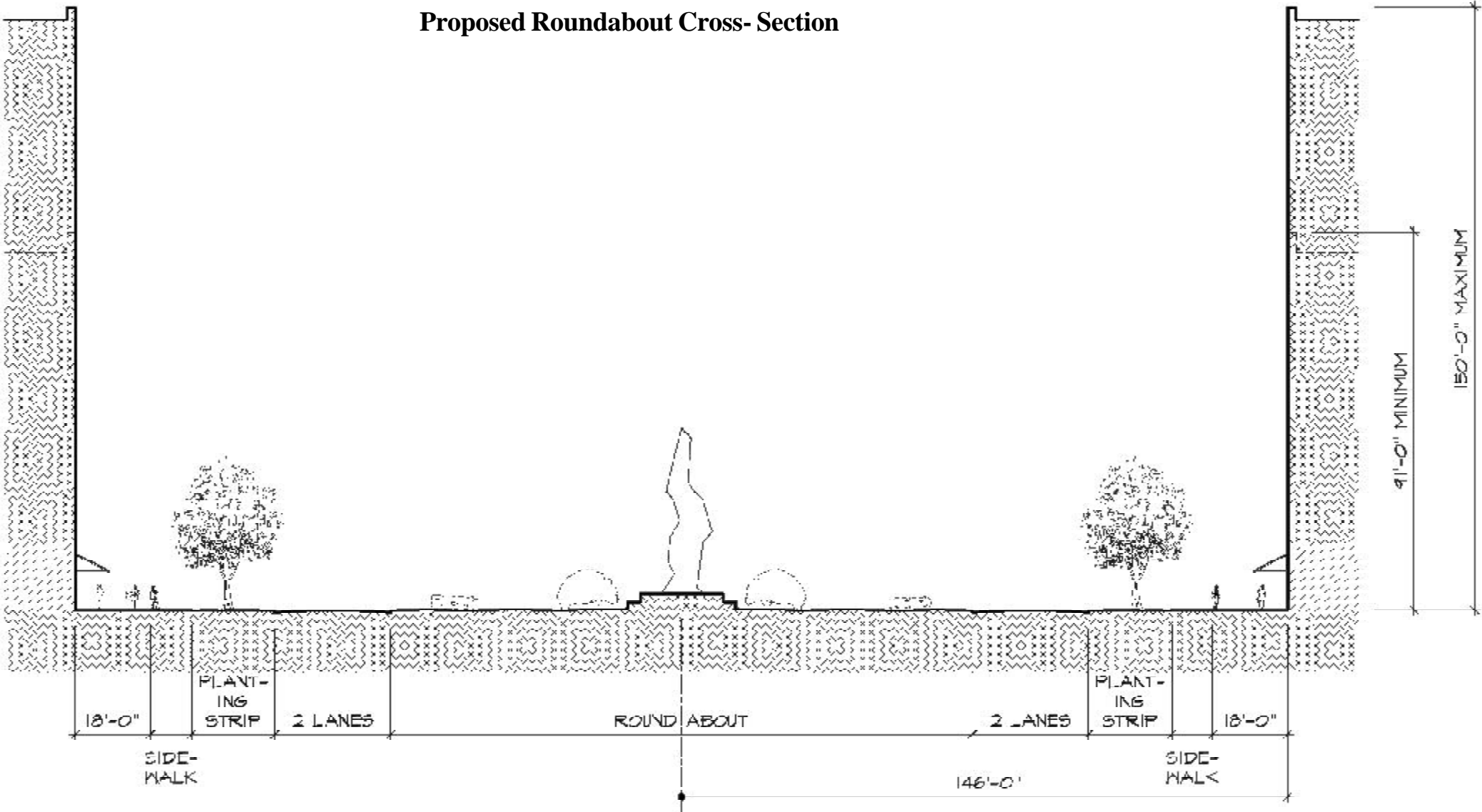
- The width of any unbroken facade plane may not exceed the building height. Pilasters, building wall recesses or projections, and/or variations in materials and color (e.g. natural changes in brick or stone color, as opposed to painting) shall be used to achieve this massing standard.

Facades

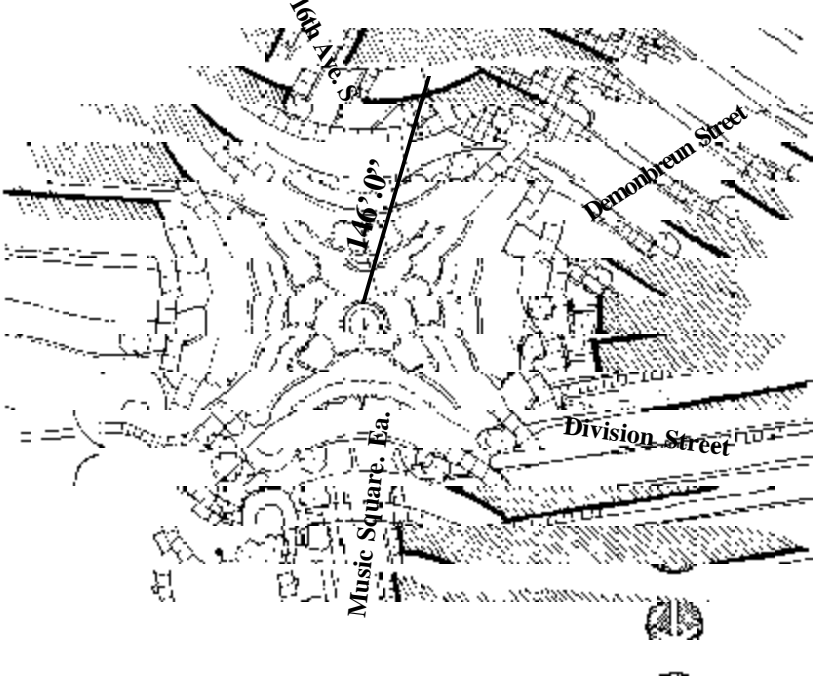
- Building facades at the street level shall be broken into distinct vertical bays of no more than 25 ft. in width. Pilasters and recesses/projections shall be used to achieve this standard. Canopies and awnings are encouraged to supplement these massing standards.
- Window systems shall be no more than 25 ft. in width without being interrupted by another building material.

Facade standards continued on the next page

Proposed Roundabout Cross- Section



Roundabout Build-to-Line



Sub-District Location Map





Inappropriate

NO



Building facades along the street with no entrances and blank walls provide little visual interest, discourage pedestrian activity, and create “dead spaces.” Conversely, transparent storefronts at the street level provide visual interest for pedestrians and help activate the street. Likewise, awnings provide shade, shelter from the rain, and a human scale.

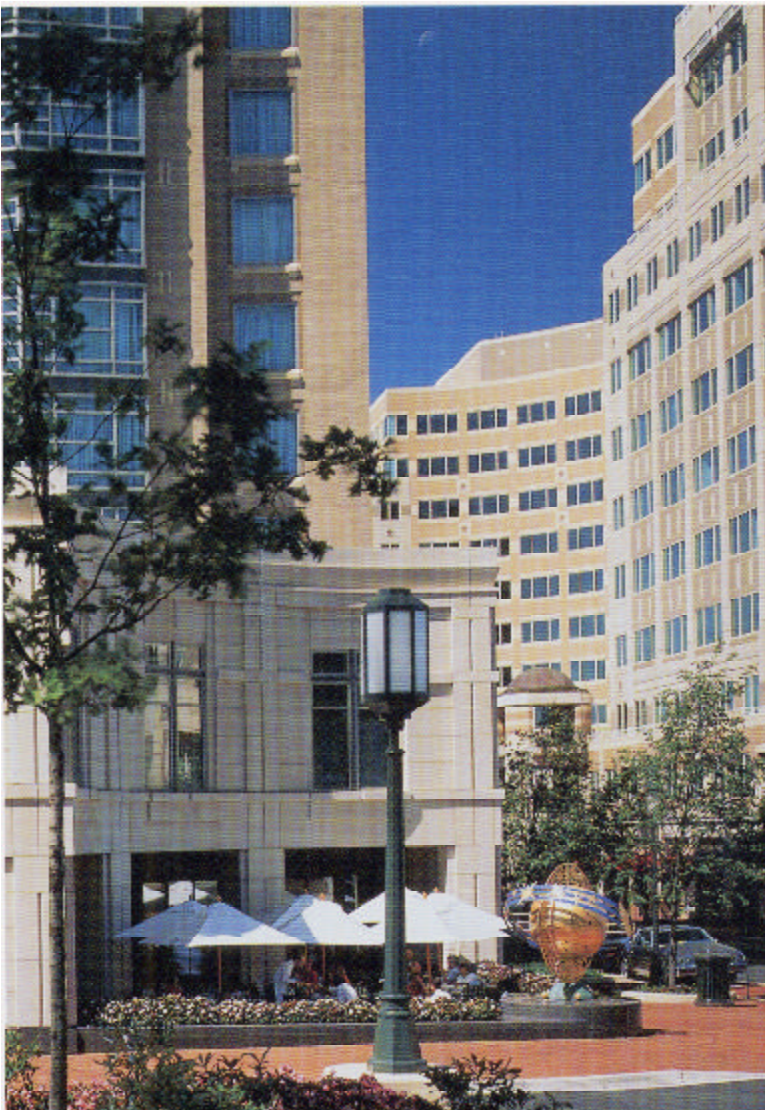
Appropriate

YES



Appropriate

YES



Curved facades, well-designed plazas, and outdoor dining are encouraged for buildings facing the roundabout.

- A minimum of 40% of the first floor facade area facing public streets shall be transparent, as calculated from the first floor level to the second floor level. Maximum sill height (“kickplate”) shall be 3 ft. above the sidewalk level. The minimum window head height shall be 10 ft. Reflective glass and overly tinted glass are discouraged.
- A main building entrance shall be provided along all public streets. All doors which front public streets shall be fully glazed with the exception of egress-only doors.
- Buildings fronting the roundabout shall respond to the circle with a facade(s) perpendicular to the radius of the roundabout or a curved facade(s) concentric with the roundabout.
- Curvilinear architectural elements such as balconies and other projections are encouraged.

#### Materials

- Vinyl Siding is prohibited.
- E.I.F.S (Exterior Insulation Finish System) is prohibited on the ground floor of all buildings facing public streets.
- Primary facade materials shall not change at outside corners. Materials changes should occur along a horizontal line or where two forms meet.

#### Canopies/Awnings

- Canopies/awnings are encouraged above building entrances facing public streets and above storefronts. Canopies and awnings shall not be of a synthetic material (plastic, etc.).

#### Access & Parking

##### Location of Access & Parking

- No vehicular access points are allowed off the roundabout.
- Surface parking lots shall not be located between any building and its adjacent street. Parking lots shall not have frontage on public streets.
- Parking structures shall not have frontage on the roundabout.
- Parking structures having street level retail/service uses are allowed to front public streets with the exception of the roundabout.

##### Design of Parking & Access

- Vehicular access drives, except for drives accessing parking garages, shall have a minimum of 6 ft. wide sidewalks that connect to the public sidewalk network.
- For parking structures having frontage on a public street, 100% of the ground floor shall be devoted to retail/service uses, exclusive of access drives and stairwell/elevator areas. A minimum of 40% of that ground floor facade area shall be transparent.
- For parking garages, the maximum width of ingress and egress driveways is 24 ft. per driveway. A minimum 6 ft. wide sidewalk is encouraged on both sides of the driveways.
- Parking structures shall have architectural cladding and other facade treatment on walls facing public streets so as to look similar to other buildings having other types of uses.
- Cross-access between rear parking lots is encouraged where

Inappropriate

NO



Parking garages should be designed with a building-like exterior and have ground floor retail space in order to blend in with surrounding structures and continue the rhythm of storefronts along the street.

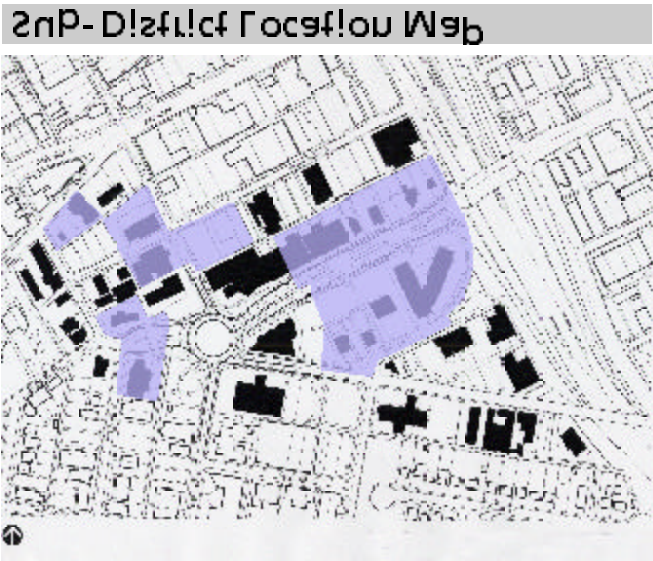
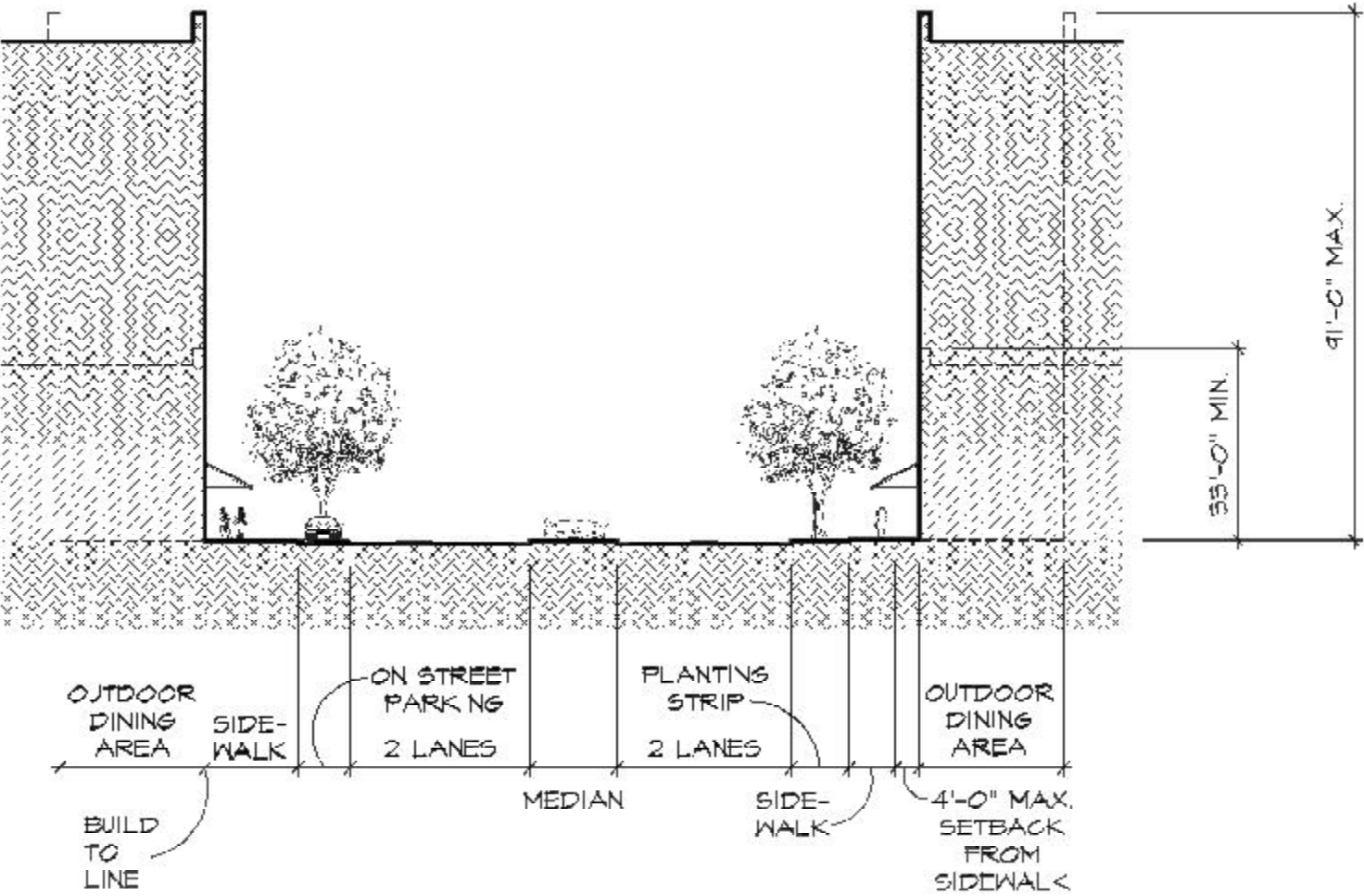
Appropriate

YES





Proposed Demononbreun Street Cross- Section



Appropriate YES



A continuous building wall with properly designed storefronts is desirable along the Demononbreun Street corridor.

Appropriate YES



Outdoor seating for restaurants and cafes enlivens the streetscape and received high ratings in the Vision Survey. Therefore, the only exception to the requirement that buildings be built to the sidewalk is a maximum 15 ft. setback that allows for outdoor dining.

Appropriate YES



Pilasters, awnings, variations in the roof line, and varied facade bays are all appropriately used to break up the mass of this building. The awnings also contribute to a human scale at the street level.

Sub-District 2: Corridor

Buildings

Build-to line

- Buildings having frontage along Demonbreun: The build-to line shall be a maximum of 4 ft. from the back of the sidewalk.
- Buildings having frontage on streets other than Demonbreun: The build-to line shall be built to the outside edge of the sidewalk along all public streets, with the only exception being a maximum 15 ft. front setback to allow for an outdoor dining area.
- The front facade shall occupy the full street frontage (parcel width), exclusive of a maximum 6 ft. side yard setback, vehicular access drives with an additional 6 ft. for sidewalks, pedestrian passages, and entrances. Along 16th Avenue, Division Street, and Music Circle East, the front facade shall occupy 75% of the street frontage (parcel width). The first floor of parking garages shall be considered front facade, if retail/service uses are provided at the street level (see Sheet 9 for parking garage standards).

Height

- Buildings shall not exceed 91 ft. in height at the build-to line (approximately 6 office stories).
- Buildings shall be a minimum of 33 ft. in height at all build-to lines (approximately 2 office stories).
- The minimum first floor height shall be 16 ft. from finished floor to finished floor.

Massing

- The width of any unbroken facade plane may not exceed the building height. Pilasters, building wall recesses or projections, and/or variations in materials and color (e.g. natural changes in brick or stone color, as opposed to painting) shall be used to achieve this massing standard.

Facades

- Building facades at the street level shall be broken into distinct bays of no more than 25 ft. in width. Pilasters and recesses/projections shall may be used to achieve this standard. Canopies and awnings are encouraged to supplement these massing standards.
- A minimum of 40% of the first floor facade facing public streets shall be transparent, as calculated from the first floor level to the second floor level. The maximum sill height ("kickplate) shall be 3 ft. above the sidewalk level. The minimum window head height shall be 10 ft. Reflective glass and overly tinted glass are discouraged.
- Window systems shall be no more than 25 ft. in width without being interrupted by another building material.
- A main building entrance shall be provided along all public streets. All doors which front public streets shall be fully glazed, with the exception of egress-only doors.

Facade standards continued on the next page



**Inappropriate**

**NO**



This building's low height, horizontal orientation, lack of storefront glazing, and inappropriate adaptation of a mansard roof form are all inappropriate in the Corridor Sub-District.



A lack of a glazing and well-designed storefronts at the street level can create "dead spaces" along the streetscape.



The placement of parking in front of buildings is a suburban site planning technique that is inappropriate for the urban character of the Corridor Sub-District

**Appropriate**

**YES**



The creative use of building materials is encouraged in the Corridor Sub-District. Glass, steel, cast stone, and metal panels can all be used to create sleek and contemporary urban buildings.



Glazing is required along all sides of a building facing public streets in order to avoid blank walls.



A number of treatments can be used to effectively screen parking with frontage on public streets. In this image, a brick wall and trees are used to minimize direct views of parked cars from the street.



A low hedge with trees spaced a minimum of 30 ft. on center can also effectively screen surface parking.



Glass is creatively used to distinguish the corner of this building and highlight its main entrance.

*Sub District 2 Continued*

Roofs

- False mansard roofs are prohibited
- Pre-engineered building ("Butler Buildings") roofs shall not overhang the building wall and shall be concealed by a parapet wall on all sides.

Materials

- Vinyl Siding is prohibited.
- E.I.F.S (Exterior Insulation Finish System) is prohibited on the ground floor of buildings facing public streets.
- Primary facade materials shall not change at outside corners. Materials changes should occur along a horizontal line or where two forms meet.

Awnings & Canopies

- Canopies/awnings are encouraged above building entrances facing public streets and above storefronts.

**Access & Parking**

Location of Access & Parking

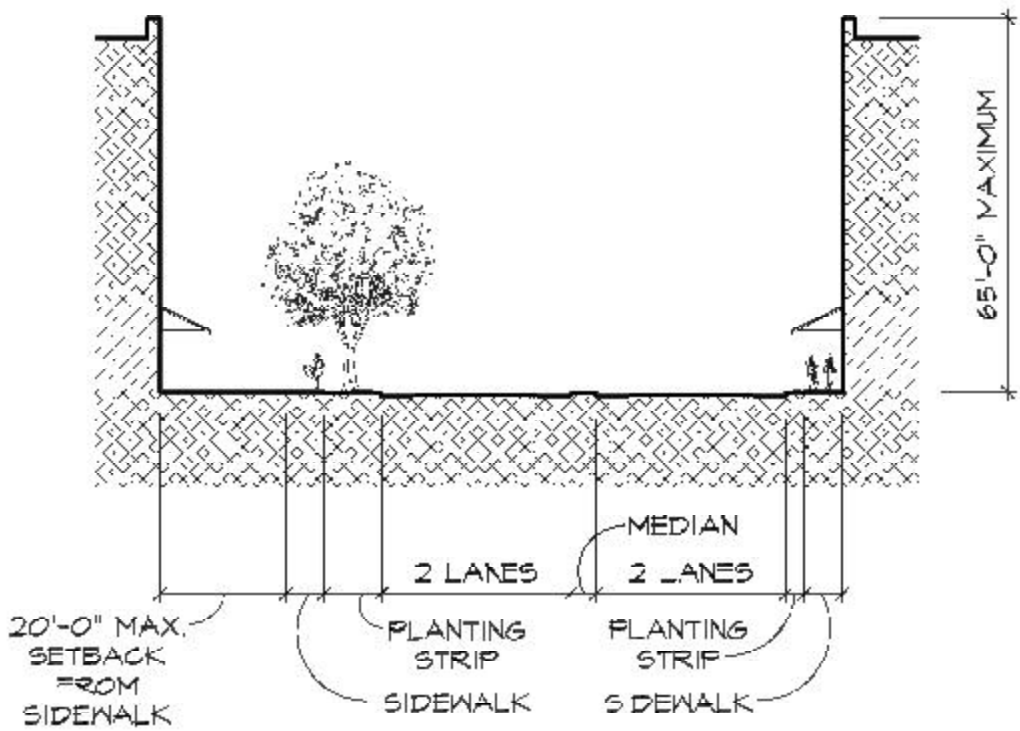
- No additional access points to properties along Demonbreun Street shall be provided other than those already identified on Metro's adopted streetscape improvement design documents. Such access must connect to the rear alley.
- Parking shall not be located between the building and the adjacent street. Surface parking lots shall not have frontage on public streets, with the exception of Music Circle East, McGavock Street, and Music Square West.

Design of Parking

- Vehicular access drives, except for drives accessing parking garages, shall have a minimum of 6 ft. wide sidewalks that connect to the public sidewalk network.
- For parking structures having frontage on a public streets, 75% of the ground floor shall be devoted to retail/service uses, exclusive of access drives and stairwell/elevator areas, and a minimum of 40% of that ground floor wall area shall be transparent. This standard shall not apply to Music Circle East, McGavock Street, and Music Square West.
- Parking structures shall have architectural cladding and other facade treatment on walls facing public streets so as to look similar to other buildings having other types of uses.
- For parking garages, the maximum width of ingress and egress driveways is 24 ft. per driveway. A minimum 6 ft. wide sidewalk is encouraged on both sides of the driveways.
- Cross-access between rear parking lots is encouraged where alley access is not available.
- For lots fronting a public street, shade trees shall be planted at a minimum spacing of one per 30 ft. of street frontage. Lots shall be screened along all public streets by a minimum 2 1/2 foot high year-round, visually impervious screen. Screening shall include evergreen hedges, walls, and/or fences. Walls and fences should be compatible with the style, materials, and colors of the principal building on the same lot.



**Proposed Division Street  
Cross- Section**



**Sub-District Location Map**



**Appropriate**

**YES**



In the Support Sub-District, buildings may be set back from the street to allow for lawns and plazas. However, it is still encouraged that buildings be built to the sidewalk.

**Inappropriate**

**NO**



The height of buildings in the support sub-district should not compete with buildings on the roundabout and along Broadway and Demonbreun Street. As a result, buildings shall not exceed 65 ft. (4 office stories).

A key element of this building's poor design is the lack of glazing on the front facade. To prevent this condition, a minimum of 40% of first floor front facade area shall be transparent.

**Sub-District 3: Support**

**Buildings**

Front Setbacks

- The maximum building setback shall be 20 ft. from the back edge of the sidewalk, although buildings are encouraged to be built to the sidewalk. If buildings are set back from the sidewalk, plazas, lawns, gardens and other similar design features are encouraged within the front setback. Parking is not permitted within the front setback.

Height

- Buildings shall not exceed 65 ft. at the front setback line (approximately 4 office stories).
- The minimum first floor height shall be 14 ft. from finished floor to finished floor.

Massing

- The width of any unbroken facade plane may not exceed the building height. Pilasters, building wall recesses or projections, and/or variations in materials and color (e.g. natural changes in brick or stone color, as opposed to painting) shall be used to achieve this massing standard.

Facades

- Building facades at the street level shall be broken into distinct bays of no more than 25 ft. in width. Pilasters and recesses/projections may be used to achieve this standard. Canopies and awnings are encouraged to supplement these massing standards.
- A minimum of 25% of the first floor facade area facing public streets shall be transparent, as calculated from the first floor level to the second floor level. The maximum sill height ("kickplate") shall be 3ft. above the sidewalk level. The minimum window head height shall be 10 ft. Reflective glass and overly tinted glass are discouraged.
- Window systems shall be no more than 25 ft. in width without being interrupted by another building material.
- A main building entrance shall be provided along all public streets. All doors which front public streets shall be fully glazed, with the exception of egress-only doors.

Roofs

- False mansard roofs are prohibited.
- Pre-engineered building ("Butler Buildings") roofs shall not overhang the building wall and shall be concealed by a parapet wall on all sides.

Materials

- Vinyl siding is prohibited.
- E.I.F.S (Exterior Insulation Finish System) is prohibited on the ground floor of buildings facing public streets.
- Primary facade materials shall not change at outside corners. Materials changes should occur along a horizontal line or where two forms meet.



Inappropriate

NO



Parking in front of buildings detaches structures from the street and fails to create any enclosure along the sidewalk. This condition makes it difficult to develop a cohesive streetscape where pedestrians feel comfortable.



This poorly designed parking garage does not use a building-like exterior or provide tightly spaced trees at the street level. As a result, it does not enhance the streetscape or improve the built environment.



Canopies made from synthetic materials, such as plastic, are prohibited in the support-sub district.

Appropriate

YES



Parking built to the sides of buildings must be well screened. The images above show two different, but equally effective treatments. On the left, a combination of hedges and trees are employed to screen parking. On the right, a low wall and plantings are used to screen this lot. The wall was designed using materials and colors compatible with the associated building.



In order to compliment the surrounding buildings, parking garages shall utilize an exterior architectural cladding. If built to the sidewalk, street level retail is required for parking structures.



Architecturally appropriate awnings can help to clearly articulate public entrances, as well as provide a human scale along the streetscape. Canopies/awnings are encouraged above building entrances facing public streets and above storefronts.



In the support sub-district, parking garages may be set back 15 ft. from the sidewalk if trees spaced a minimum of 25 ft. apart are planted between the structure and the sidewalk.



Sub- District 3 Continued

Awnings & Canopies

- Canopies/awnings are encouraged above building entrances facing public streets and above storefronts. Canopies and awnings shall not be of a synthetic material (plastic, etc.).

Access & Parking

Location of Access & Parking

- Parking shall not be located between the building and the adjacent street.
- A maximum of a 60 ft. wide parking area may be provided to the side of buildings.

Design of Parking & Access

- Vehicular access drives, except for drives accessing parking garages, shall have a minimum of 6 ft. wide sidewalks that connect to the public sidewalk network.
- For parking garages built to the sidewalk, a minimum of 75% of the ground floor must be devoted to retail/service uses. If not built to the sidewalk, parking garages shall be setback 15 ft. to allow for trees spaced a minimum of 25 ft. apart.
- Parking structures shall have architectural cladding and other facade treatment on walls facing public streets so as to look similar to other buildings having other types of uses.
- For parking garages, the maximum width of ingress and egress driveways is 24 ft. per driveway. A minimum 6 ft. wide sidewalk is encouraged on both sides of the driveways.
- Cross access between rear parking lots is encouraged where alley access is not already available.
- For parking lots fronting a public street, shade trees shall be planted at a minimum of one per 30 ft. of street frontage. Lots shall be screened along all public streets by a minimum 2 1/2 foot high year-round, visually impervious screen. Screening shall include evergreen hedges, walls, and/or fences. Walls and fences should be compatible with the style, materials, and colors of the principal building on the same lot.



## Permitted Sign Types & Associated Standards

**Applied Letters Signs:** individual letters applied directly to a facade.

- Shall cover no more than 5% of the building facade wall area or 40 sq ft., whichever is smaller.



**Awning Signs:** sign with letters/logo painted, silk screened or stitched directly onto a building awning.

- Maximum signed area- 5% of the primary building facade wall area, but not to exceed 85% of the awning area.



**Ground Mounted Signs:** signs extending directly from the ground.

- Permitted only for buildings having a front setback of at least 20 ft.
- Minimum setback : 5 ft.
- Maximum area: 12 sq. ft.
- Maximum height: 3-1/2 ft.



**Facade-Mounted Signs:** signs mounted directly on a building facade.

- Shall cover no more than 5% of the building facade area or 40 sq. ft., which ever is smaller.
- Signs shall not obscure architectural features or detail.



**Facade-Painted Signs:** signs painted directly on a building facade.

- Maximum area- 20% of the building facade wall area or 60 sq. ft., whichever is smaller.



**Projecting Signs:** signs extending from a facade (perpendicular).

- These signs shall not extend above the roof eaves or parapet wall.
- Maximum area: 20 sq. ft. These signs shall not extend more than 4 ft. from facade.
- Min height: 7 ft. above grade.



**Object Signs:** 2 or 3 dimensional signs replicating an object associated with a business. These signs shall not extend above the roof eaves or parapet wall.

- Maximum area: 60 cubic feet with no single dimension exceeding 6 ft.
- Minimum height: 7 ft. above grade

**Restaurant Menu Signs:** small menus often placed in a glass fronted box and externally illuminated.

- Location-facade mounted within 3 ft. of the restaurant's primary entrance
- Maximum area: 6 sq. ft.



**Window Sign:** a sign which is attached to, painted on, or readily visible through a window.

- Window signs shall be painted and cover no more than 25% of the window.

## Signage

These signage standards apply to the entire Music Row Urban Design Overlay District.

### Design Standards for Signs

- Wood and painted metal are the preferred materials.
- Plastic and similar synthetic materials are discouraged.
- Facade-mounted signs should be framed with raised edges.
- Signs using wood should use only high-quality exterior grade wood with suitable grade finishes.
- Sign colors should be compatible with the colors of the building facade.
- A dull or matte finish is encouraged to reduce glare and enhance legibility.
- Signs should not obscure architectural features.

### Sign Illumination

- Signs shall be either spotlighted, externally lit, or back lit with a diffused light source.
- Spotlighting should completely shield all light sources; light should be primarily contained within the sign frame.
- Back-lighting should illuminate only the letters, characters or graphics on the sign, but not its background.
- Neon signs are permitted.

### Creative Signage

The purpose of the creative signs provision is to:

1. Encourage signs of unique design that exhibit a high degree of thoughtfulness, imagination, inventiveness, and character; and
2. Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the Music Row Urban Design Overlay District.

The approval process for signs requires that the applicant submit a detailed plan to the Planning Commission staff for review. The sign plan shall be drawn to scale and indicate materials, method of illumination, method of installation/attachment, and other relevant details.

In approving an application for a creative sign, the sign shall meet the following design criteria:

### Design Quality

The sign shall:

- Constitute a substantial aesthetic improvement to the site and shall have a positive visual impact on the surrounding area;
- Be of unique design, and exhibit a high degree of

### Architectural Criteria

The sign shall:

- Utilize and/or enhance the architectural elements of the building; and
- Be placed in a logical relation to the overall composition of the building's facade and not cover any key architectural features/details of the facade.



SECTION A: MUSIC ROW URBAN DESIGN OVERLAY BULK STANDARDS. The bulk standards for the Music Row Urban Design Overlay (UDO) area that vary from the underlying base zone district standards are presented in this section. General provisions are listed first, followed by Table A-1 in which bulk standards are presented by sub-district within the UDO.

- 1) GENERAL PROVISIONS. The bulk standards that apply broadly within the UDO are as follows.

a) APPLICABILITY OF BASE ZONING DISTRICT STANDARDS: Base district bulk standards that are not varied by provisions set forth in this section shall apply within the Music Row UDO.

b) FLOOR SPACE EXEMPTION FOR PARKING: Floor space designed for parking, including excess parking not required by the zoning ordinance, shall not be included in the calculation of floor area ratio.
- 2) TABLE OF BULK STANDARDS BY SUB-DISTRICT. The bulk standards that apply variably by sub-district within the UDO are presented in Table A-1.

TABLE A-1  
BULK STANDARDS BY SUB-DISTRICT:  
MUSIC ROW UDO DISTRICT

BULK STANDARD	SUB-DISTRICT 1 (CORE)	SUB-DISTRICT 2 (CORRIDOR)	SUB-DISTRICT 3 (SUPPORT)
Build-to Line	Roundabout: 146 ft. from the center of the roundabout plus or minus 5 ft. <sup>a,b</sup>	Demonbreun: Maximum 4 ft. from back of sidewalk. <sup>a,b</sup>	N/A
	Broadway: Back of sidewalk along all public streets <sup>a,b</sup>	Other streets: Back of sidewalk along all public streets <sup>a,b</sup>	
	Other streets: Match build-to line of adjacent sub-district		
Required Length of Street Wall	100% of street frontage along any public street <sup>d</sup>	100% of street frontage <sup>d</sup>	N/A
		16 <sup>th</sup> Avenue, Division Street, and Music Circle East: 75% of street frontage <sup>d</sup>	
Front Yard Setback where no “build-to line” applies	N/A	N/A	Minimum 0 ft. Maximum 20 ft. from the back of sidewalk <sup>a</sup>
Side Yard Setback	Roundabout: 0 ft.	Demonbreun: Maximum 6 ft.	0 ft.
	Other streets: Maximum 6 ft.	Other streets: 0 ft.	
Rear Yard Setback	0 ft.	0 ft.	0 ft.
Maximum Building Height	150 ft. <sup>c</sup>	95 ft. <sup>c</sup>	65 ft. <sup>c</sup>
Minimum Building Height	95 ft.	30 ft.	None
Minimum First Floor Height	16 ft. measured from finished floor to finished floor	16 ft. measured from finished floor to finished floor	14 ft. measured from finished floor to finished floor

<sup>a</sup> MINIMUM WALL AT BUILD-TO LINE: 100% of the front building wall shall be built to the build-to line or, where applicable, within the maximum setback line. Where the build-to line is the back of sidewalk, walls designed with projecting elements, such as pilasters, may be set back no more than two (2) feet from the build-to line.

<sup>b</sup> INCREASED SETBACK:

SUB-DISTRICT 1 (CORE): Building facades which front Broadway may be increased no more than fifteen (15) feet from the build-to line whenever the area between the street line and the front building façade is designed and constructed as an outdoor dining courtyard.

SUB-DISTRICT 2 (CORRIDOR): Building facades which front streets other than Demonbreun may be increased no more than fifteen (15) feet from the build-to line whenever the area between the street line and the front building façade is designed and constructed as an outdoor dining courtyard.

<sup>c</sup> APPLICABILITY OF HEIGHT: Non-occupiable portions of a building, such as towers, may exceed the maximum allowable building height to a maximum of twenty percent (20%) of the maximum allowable building height.

<sup>d</sup> LENGTH OF STREET WALL EXCEPTION: The required length of street wall for building facades which front public streets other than the Roundabout may be reduced to accommodate outdoor dining courtyards, pedestrian passages to rear parking lots, and vehicular access drives. Vehicular access drives shall have a minimum six (6) feet on both sides for sidewalks. Refer to note c under Table A-1 for outdoor dining courtyard requirements.

SECTION B: MUSIC ROW UDO FAÇADE STANDARDS.

- 1) GENERAL PROVISIONS. The façade standards that apply broadly within the UDO are as follows.

a) MASSING STANDARD: The width of any unbroken façade plane may not exceed the building height.

b) WINDOW SYSTEMS: Window systems shall not exceed twenty-five (25) feet in width without being interrupted by another building material.

c) PUBLIC ENTRANCES: A main building entrance shall be provided along all public streets. All doors which front public streets shall be fully glazed, with the exception of doors that are egress only.

d) MATERIALS: Vinyl siding products are prohibited on the exterior of buildings. Exterior Insulation and Finishing Systems (E.I.F.S.) are prohibited on the ground floor of buildings facing public streets. Primary façade materials shall not change at outside corners.
- 2) TABLE OF FAÇADE STANDARDS BY SUB-DISTRICT. Façade standards that apply variably by sub-district within the UDO are presented in Table B-1.

TABLE B-1  
FAÇADE STANDARDS BY SUB-DISTRICT:  
MUSIC ROW UDO DISTRICT

FACADE STANDARD	SUB-DISTRICT 1 (CORE)	SUB-DISTRICT 2 (CORRIDOR)	SUB-DISTRICT 3 (SUPPORT)
Glazing of Facades at Street Level	Minimum 40% of first floor facades facing public streets <sup>a</sup> Maximum 3 ft. sill height Minimum 10 ft. window head height.	Minimum 40% of first floor facades facing public streets <sup>a</sup> Maximum 3 ft. sill height Minimum 10 ft. window head height.	Minimum 25% of first floor facades facing public streets <sup>a</sup> Maximum 3 ft. sill height Minimum 10 ft. window head height.

<sup>a</sup> GLAZED AREA CALCULATION: The first floor glazed area calculation shall be based on the façade area measured to a height of sixteen (16) feet above grade in Sub-district 1 and Sub-district 2, and fourteen (14) feet above grade in Sub-district 3.

SECTION C: MUSIC ROW UDO PARKING AND ACCESS STANDARDS. Parking standards for the Music Row UDO that vary from the underlying base zone district standards are presented in this section. General provisions are listed first, followed by Table C-1 in which parking standards are presented by sub-district within the UDO.

- 1) GENERAL PROVISIONS. The parking standards that apply broadly within the UDO are as follows.

a) PARKING STRUCTURE FAÇADE: The exterior façade of parking structures facing public streets shall be covered with architectural cladding and other façade treatments so as to look similar to other buildings with other types of uses.

b) OFF-SITE PARKING: For land uses located within the UDO, required accessory parking may be satisfied in whole or in part on a lot separate from the principal use as follows.

i) The term of leased spaces for tenant parking shall match the land use lease term.

ii) The term of leased spaces for owner-occupied land uses shall be for a minimum (3) year term.

iii) The lease for any required accessory parking shall be recorded in the Register of Deeds office.

iv) Only required parking for employees may be located outside of the UDO. All other required parking shall be located anywhere within the UDO.

c) STREET LEVEL LEASABLE FLOOR SPACE IN PARKING STRUCTURES:

i) SUB-DISTRICT 1 (CORE): Parking decks located at street level and fronting a public street shall have no less than one hundred percent (100%) of the lineal street frontage devoted to retail/service uses at a minimum depth of twenty (20) feet.

ii) SUB-DISTRICT 2 (CORRIDOR): Parking decks located at street level and fronting Demonbreun Street shall have no less than one hundred percent (100%) of the lineal street frontage, exclusive of access drives and pedestrian passages, devoted to retail/service uses at a minimum depth of twenty (20) feet.



- iii) SUB-DISTRICT 2 (CORRIDOR): Parking decks located at street level and fronting a public street shall have no less than one hundred percent (75%) of the lineal street frontage devoted to retail/service uses at a minimum depth of twenty (20) feet on the following streets:  
(1) Broadway  
(2) 16<sup>th</sup> Avenue South  
(3) Division Street
- iv) SUB-DISTRICT 3 (SUPPORT): Parking decks located at street level, fronting a public street, and adjacent to the sidewalk shall have no less than seventy-five percent (75%) of the lineal street frontage devoted to retail/service uses at a minimum depth of twenty (20) feet.
- 2) TABLE OF PARKING STANDARDS. The parking standards that apply variably by sub-district within the UDO are presented in Table C-1.

TABLE C-1  
PARKING STANDARDS BY SUB-DISTRICT:  
MUSIC ROW UDO

PARKING STANDARD	SUB-DISTRICT 1 (CORE)	SUB-DISTRICT 2 (CORRIDOR)	SUB-DISTRICT 3 (SUPPORT)
Restriction on Parking in Front Setback Area	No parking allowed between the building and the street		
Location of Access	No vehicular access to properties allowed off of Roundabout.	No additional vehicular access to properties along Demonbreun Street other than those already identified in the Music Row Planning and Design Study of 1997	No restriction.
Minimum sidewalk width at access drives	Minimum 6 ft. sidewalks required on each side of access drive		
Parking Lot Screening on Public Streets	N/A	Demonbreun Street, Division Street, 16 <sup>th</sup> Avenue South: N/A Other streets: Shade trees are required at a minimum spacing of one per 30 ft. of street frontage. Lots shall be screened along all public streets by a minimum 2 ½ ft. high year-round, visually impervious screen. <sup>a</sup>	Shade trees are required at a minimum spacing of one per 30 ft. of street frontage. Lots shall be screened along all public streets by a minimum 2 ½ ft. high year-round, visually impervious screen. <sup>a</sup>

<sup>a</sup> SPECIES AND MINIMUM PLANTING STRIP. Trees required for screening purposes shall be located in planting strips that are a minimum of six (6) feet in width. Species must be from the approved Urban Forestry Plant List or approved by Planning Department staff in accordance with Urban Forester recommendations.

SECTION D: MUSIC ROW UDO SIGN STANDARDS. Sign standards for the Music Row UDO that vary from the underlying base zone district standards are presented in this section.

- 1) GENERAL PROVISIONS. The sign standards that apply broadly within the UDO are as follows.  
a) LIMITATION ON LIGHTING: Lighted signs shall be spotlighted, externally lit, or back-lit with a diffused light source.  
b) PLACEMENT OF SIGNS: Signs, other than those on windows, shall be placed so as not to obscure key architectural features or door or window openings.  
c) SIGNS NOT PERMITTED: In addition to signs prohibited in the base zoning district, billboards shall not be permitted within the UDO.
- 2) TABLE OF SIGN STANDARDS. The sign standards for individual permanent on-premise signs permitted within the UDO are presented in Table D-1.

TABLE D-1  
SIGN STANDARDS:  
MUSIC ROW UDO

PERMANENT ON-PREMISE SIGN STANDARD	SETBACK	HEIGHT	DISPLAY SURFACE AREA OF INDIVIDUAL SIGNS
Applied Letter Signs: Individual letters applied directly to a façade.	N/A	N/A	Maximum 5% of the façade area or 40 sq. ft., whichever is smaller
Awning Signs: Sign with letters/logo painted, silk screened or stitched directly onto a building awning.	N/A	N/A	Maximum signed-area of 5% of the primary building façade, not to exceed 85% of the awning area
Ground Mounted Signs: Signs extending directly from the ground. <sup>a</sup>	Minimum 5 ft.	Maximum 3.5 ft.	Maximum 12 sq. ft.
Façade Mounted Signs: Signs mounted directly on a building façade.	N/A	Shall not extend above roof eaves or parapet.	Maximum 5% of the façade area or 40 sq. ft., whichever is smaller
Façade Painted Signs: Signs painted directly on a building façade.	N/A	N/A	Maximum 20% of the façade area or 60 sq. ft., whichever is smaller
Projecting Signs: Sign extending perpendicular from a façade. <sup>c</sup>	N/A	Minimum 7 ft. above grade Shall not extend above roof eaves or parapet	Maximum 20 sq. ft. Signs may not extend more than 4 ft. from facade
Object Signs: Two or three dimensional signs replicating an object associated with a business. <sup>c</sup>	N/A	Minimum 7 ft. above grade Shall not extend above roof eaves or parapet.	Maximum 60 cubic ft. No single dimension may exceed 6 ft.
Restaurant Menu Signs: Small menus often placed in a glass fronted box and externally illuminated. <sup>b</sup>	N/A	N/A	Maximum 6 sq. ft.
Window Sign: Sign that is attached to, painted on, or readily visible through a window.	N/A	N/A	Maximum 25% of window area

<sup>a</sup> RESTRICTION ON USE OF GROUND MOUNTED SIGN: Permitted only for buildings having a front setback.  
<sup>b</sup> RESTRICTION ON LOCATION: Restaurant menu signs shall be mounted within three (3) feet of the restaurant’s primary entrance.  
<sup>c</sup> Any sign or portion of a sign that encroaches on the public right-of-way must meet Metro Nashville Government standards and be approved under mandatory referral procedures.





**Metropolitan Government of Nashville and Davidson County  
Planning Department**

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