Five Points Redevelopment Plan Design Guidelines
Metropolitan Development and Housing Agency
Nashville, Tennessee
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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 Five Points Redevelopment District. As stated in the Five Points Redevelopment Plan, "The Board of Commissioners of MDHA may supplement the [Five Points Redevelopment] Plan with rules and standards to assist the design review committee in interpreting this Plan as it relates to appropriate uses, design, color, setbacks, landscaping, parking, ingress and egress and other restrictions in accordance with this section."

East Nashville has seen its share of change over the latter part of the 20th century. Residential investment increased as houses were renovated and the traditional urban splendor was beginning to be restored. The Adelphi Coliseum cleared the blighted areas on the east side of the river and helped bring attention to the potential for commercial development to catch up in East Nashville. While the tornadoes of 1998 devastated many of the neighborhoods, the results brought about a desire to make East Nashville better than it was before the storms. A year after the tornados, a team of city planning experts were brought in from around the country by the American Institute of Architects and the East Nashville community to form a Regional / Urban Design Assistance Team and to complete a comprehensive long range plan for the affected areas. The R/UDAT Plan (Regional/Urban Design Assistance Team) outlines economic, physical and organizational strategies intended to enhance and reposition East Nashville. A key recommendation of the R/UDAT Plan is the application of design guidelines for the commercial sections of the area. The design guidelines in this document will serve as the basis for the Metropolitan Development and Housing Agency’s Design Review Committee.

The design guidelines are intended to ensure new development and redevelopment in the study area that:
- Knits the East Nashville neighborhoods together by providing economic vitality through commercial redevelopment that serves the area’s diverse population and encourages positive urban reinvestment;
- Reinforces a scale and form of urban development that emphasizes sensitivity to the pedestrian environment while accommodating the area’s parking needs;
- Encourages mixed use development with ground floor uses, such as restaurants, shops and services, to animate the street;
- 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;
- Eliminates and prevents the recurrence of blight;
- Assures adequate light, air, open space, off street parking, and future stability of the entire area.
How to Use the Guidelines

These guidelines shall be supplemental to the Restrictive Covenants Running with the Land of the Metropolitan Development and Housing Agency in the Five Points Redevelopment Area. Any property located in the Edgefield Historic Zoning District or the Lockeland Springs-East End Conservation Zoning District shall also be subject to the guidelines set forth by the Metropolitan Historical Commission. Any property considered National Register eligible or designated to the National Register of Historic Places, or in a National Register District and considered a ‘contributing’ property shall also be subject to the Secretary of the Interior’s Standards for Treatment of Historic Properties.

Where two sets of guidelines exist, the stricter shall be followed. This will be handled in the following way:

- Where a property is within both a historic preservation zoning district and a redevelopment district, design review shall be the primary responsibility of the Metropolitan Historic Zoning Commission using the design guidelines adopted by that commission for that district.
- When a property is within both a neighborhood conservation zoning district and a redevelopment district, design review for new construction, demolition, and additions shall be conducted by the MHZC using the design guidelines adopted by that commission for that district; additional design review of signage, landscaping, screening, alterations not reviewed by MHZC, etc., shall be conducted by MDHA.

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 Five Points Redevelopment 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 where these guidelines are more restrictive, will supersede the base zoning. The guidelines will provide more specific bulk, landscaping, parking, facade, and signage standards. Compliance with these guidelines does not exempt any property from applicable local, state, and federal laws, codes, or guidelines.

To ensure consistency with these guidelines, the MHDA’s Design Review Committee will review all projects in the district which require building permits with the exception of church buildings for the conduct of religious services, existing owner occupied one- or two-family dwellings, or the construction of affordable one- or two-family dwellings for sale or rent to low and moderate income families. The words “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. Additions and modifications to existing structures shall bring property as close to compliance with these standards as deemed reasonably feasible by the Design Review Committee. Where “primary” or “secondary” streets are referred to, the design review board shall determine which street is the primary street based on the amount of traffic, parcel orientation, alley location, and the existing context, e.g., (adjacent parcel and building orientations, etc.). “Height” shall be the vertical dimension of the building wall, measured from the sidewalk level of the primary street abutting the property, not including sloped roofs. The term “adjacent” refers to parcels that are either directly abutting, or directly across a street or alley from the affected property. The Design Review Committee may allow for deviations from the guidelines for exceptional design concepts or unusual physical constraints.

While MHDA’s Five Points Redevelopment District and their East Bank Redevelopment District are contiguous, these guidelines apply only to those parcels located within the Five Points Redevelopment District boundaries, as shaded in the map on this sheet. A portion of the East Bank Redevelopment District is dashed in for reference, but shall not be considered as precise boundaries. Likewise these guidelines shall not apply to parcels shown within the East Bank Redevelopment District. Refer to the current East Bank Redevelopment District map and guidelines for parcels located in that district.

Creation of the Guidelines

These guidelines were developed through a collaborative process which encouraged the input of those having a stake in the future of the Five Points Redevelopment District. A number of general design principles were suggested in the REDEAAT plan completed for the East Nashville community in 1999. These design principles were further tested and developed for specific areas in the Redevelopment District through a steering committee formed by MDHA, consisting of residents, property owners, business people, public officials, and other stakeholders. Furthermore, a public Vision Survey was conducted to gain additional public input (See Sheet 4). After the initial design concepts and draft guidelines were developed for the district, another public meeting was held to present these ideas and obtain feedback. A final draft of the guidelines was then prepared, presented for further steering committee input, and refined until this document accurately reflected the committee’s consensus, and the goals of the Metropolitan Development and Housing Agency.
History

David Shelby, Theny Purnell and Daniel Williams are considered some of the original pioneers of East Nashville, receiving large tracts of land granted to them shortly after the Revolutionary War. As Nashville grew, the affluent grew tired of the pollution and slums that infected downtown and, with the help of the ferry across the Cumberland River, were able to escape from the city. Throughout the 19th Century, large tracts were divided into estates that were eventually subdivided into small lots, forming Nashville's most exclusive suburb. Commercial development followed residential growth, and access to the area was improved, as streetcar lines were extended and the Shelby Street Bridge was constructed. The "East Side" quickly became an attractive neighborhood for Nashville's upper classes. As growth continued, Edgefield incorporated in 1868 and soon became a self-sufficient community.

By the early 1900s, East Nashville was completely subdivided into small residential lots, neighborhood corner commercial stores and a street grid that remains today. The great "East Nashville Fire" of 1906 destroyed over 600 buildings, including many of the earliest homes built in Edgefield. Five Points emerged as the major commercial center, and the homes lining Main Street were converted to commercial properties that served the surrounding neighborhoods and the emerging suburbs farther east. Surviving the 1926 flood and a tornado that ripped through East Nashville in 1933, the area began a period of decline as new development focused to the west of downtown. Following World War II, East Nashville suffered from the flight to the suburbs and urban renewal projects, including highways and large public housing developments.

While many historic structures were lost during the second half of the 20th Century, a resurgence of "urban pioneers" envisioned a renaissance of the East Nashville of yesteryear. Since the 1970s, an increasing number of homes have been restored, bringing middle and upper income residents back to the inner-city. On April 16, 1998, several tornadoes passed through downtown and caused major destruction in East Nashville. While the storms devastated the area, they brought major attention to the neighborhoods of East Nashville and unified those who live and work there. As an outcome of the tornadoes, a major planning effort took place known as RUDAT. From the RUDAT, Rediscover East was formed as an inclusive community council charged with implementing the RUDAT Plan.

East Nashville is currently home to a diversity of cultures, races and incomes. In order to maintain the diversity cherished by the East Nashville community, additional commercial development is needed to serve all its residents. The future of these great neighborhoods is contingent upon proactive efforts by the community and the city to ensure that the character of the traditional urban fabric and the spirit that defines East Nashville is preserved and enhanced.
Public Input Results

The REdiscovery - RUDAT Plan for East Nashville, completed in 1995, outlines some general design principles for different areas of East Nashville. 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 May 30, 2000. The purpose of the survey was to solicit visually-based preferences regarding development and design issues in the Five Points and East Bank Redevelopment districts. The participants were shown slide images pertaining to each of the following areas—Main Street, Woodland Street/Five Points, Neighborhood Commercial Corridors, and Residential—that were organized into the following four design issues:

- Streetscapes
- Buildings
- Parking
- Signage

Respondents were asked to rate the appropriateness of each image for the particular area. A sampling of images and their ratings are shown on this sheet. Among the key findings of the survey were the following:

Main Street
- Automobile-oriented streetscapes having multiple driving lanes, numerous curb cuts, and lacking adequate sidewalks, landscaping, and crosswalks received the lowest scores.
- Streetscapes characterized by on-street parking, street trees, wide sidewalks, pedestrian-oriented lighting, and buildings sited along the street received the highest scores.
- Buildings as high as ten stories were considered appropriate for portions of Main Street.

Woodland Street/Five Points
- One, two, and three-story structures built to the sidewalk and having inviting storefronts rated highly.
- Rear parking and on-street parking were considered appropriate, while front parking was considered highly inappropriate.
- Multi-family residential buildings with stoops were also viewed favorably by survey respondents.

Neighborhood Commercial Corridors
- Buildings placed at the sidewalk with storefronts rated highly.
- Parking located to the rear of buildings with limited view to the street was viewed favorably by survey respondents.

Residential
- Alterations that were insensitive to the historic context were considered highly inappropriate.
- Streetscapes with sidewalks, street trees, and parallel parking received the highest scores.

Five Points Redevelopment Plan Guidelines
Subdistricts

Due to the diverse character in the Five Points Redevelopment District, four subdistricts have been identified. The identification of each subdistrict is based upon the following key factors:

- The community vision;
- The existing development pattern;
- The existing building types;
- The future development potential;
- The existing and potential real estate market.

The Woodland Street Subdistrict lies between South 7th Street and McFerrin Avenue and is characterized by a mix of building types, vacant lots, and several tracts that front East Park. Woodland Street currently functions as a neighborhood corridor providing a direct link to downtown. Since it is directly adjacent to the Historic Edgefield Neighborhood, future development along Woodland Street should be sensitive to its residential scale and character. Residential and mixed-use development along Woodland will activate the street, providing safer and more cohesive connections to Five Points and Main Street.

The Five Points Subdistrict is located around Historic Five Points where Woodland Street, North 11th Street, and Clearview come together to form a focal point unique to Nashville. Historically East Nashville's commercial center. Five Points still exhibits remnants of early twentieth-century neighborhood shops. Envisioned in the Five Points Plan of 1991 and the RUDAT Plan of 1998 as a vibrant center serving all East Nashvillians, Five Points could potentially become a destination for other Nashville residents as well. Storefront-lined streets with outdoor café tables and upper level residential units are envisioned to create a vibrant urban center that connects several neighborhoods and acts as the centerpiece for the East Nashville community.

The Corner Commercial Subdistrict is made up of several non-contiguous nodes within the East Nashville neighborhoods where commercial properties currently exist. East Nashville has a unique abundance of corner commercial properties that historically have provided neighborhood shops convenient to many residents. These corners can continue to serve the community with a variety of necessary commercial services. Likewise, upper floor residential units can help the viability of these corners and could provide a variety of housing options that are not currently available in East Nashville. The character of these corners should be consistent with the development patterns of the early 20th Century. Storefronts along the sidewalk with rear parking will conveniently serve the surrounding residents and enhance the traditional character of the East Nashville neighborhoods.

The Residential Subdistrict consists of many existing single family residence and historic homes that have been converted to commercial uses. The preservation of existing historic structures is highly encouraged in this Subdistrict. As historic homes are modified to accommodate commercial uses, the exterior architecture shall be reasonably retained and preserved. New development in this subdistrict shall characterize the historic homes in the area.
Woodland Street Subdistrict

General
- For any 1 or 2 family dwellings in this subdistrict, the residential subdistrict guidelines shall apply.
- Multi-family and attached single-family residential uses are highly encouraged.

Buildings

Build-to-Line
- Buildings shall be built to within 15 to 20 ft. of the property line at all public streets.
- Stoops and landscaping are encouraged.
- On corner parcels, buildings with ground floor commercial use may have a max of 100 ft. of building wall built to within 4 ft. of the property line along both public streets provided it is built to the corner.
- Building frontage along Woodland Street shall be maximized. When less than 50% of the property frontage on the primary street is built out, the building should be oriented with the long dimension toward the primary street.

Height
- Buildings shall not exceed 3 stories and 45 ft. in height. An additional story and 15 ft. may be added provided that it is stepped back a minimum of 10 ft. from any front or side building facade facing a public street, a residential subdistrict, or a house (regardless of the use).
- All front and side building walls shall be a minimum of 20 ft. in height.
- For multiple story buildings, the minimum first floor height shall be 14 ft. from finished floor to finished floor. (Exception: buildings with first floor residential use, the minimum first floor height shall be 12 ft.)

Massing
- For multiple story buildings, the width of any unbeknown facade plane shall 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.
- Window systems shall not be more than 25 ft. in width without being interrupted by another building material.
- For buildings with ground floor commercial use, a minimum of 40% of the first floor facade area facing Woodland Street shall be transparent. For one story buildings, this shall be calculated including area from the first floor level to 16'-0" above the first floor only. For multiple story buildings, this shall be calculated from the first floor level to the second floor level. Maximum sill height ("kickplate") shall be 3 ft. above the sidewalk level. Minimum window head height shall be 10 ft. Reflective glass and overly tinted glass are discouraged.
- A minimum of 25% of the facade area (including parapet) of upper floors shall be windows.
- For buildings with ground floor commercial use on corner parcels, glazing shall turn the corner facing the secondary street a minimum of 20 ft. in length along the property frontage.
- A minimum of one public entrance shall face Woodland Street and shall have direct unobstructed access from the public sidewalk. All doors which front public streets should be fully glazed (exception: residential unit doors).
- Service entrances, loading docks, and outdoor storage of equipment, materials, or goods shall not face primary public streets and shall be screened from view by a fence, wall, hedge, or plantings.

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

Outdoor dining areas, stoops, storefronts and entrances can help activate the street.
Woodland Street Subdistrict (continued)

Materials
- Vinyl Siding is prohibited.
- Metal siding and EIFS (Exterior Insulation Finish System) is prohibited on the ground floor of buildings on all sides (exception: accessory buildings not visible from the public right of way).
- Materials, colors, and textures should be compatible with historic buildings in the adjacent historic neighborhoods.

Awnings & Canopies
- Fixed floor canopies/awnings are appropriate above building entrances and storefronts. Canopies and awnings shall not be of plastic material and shall not be translucent.

Access & Parking

Location of Access & Parking
- On corner parcels, vehicular access may occur from either a secondary street (not exceeding 24 ft. in width) or alley. For mid-block parcels, vehicular access may be provided from Woodland Street through one access drive at a maximum of 24 ft. wide.
- Access drives should provide unimpeached vehicular access to the alley. Joint access drives, public access drives, and shared parking are highly encouraged.
- Parking shall not be permitted in front of a building. Side yard parking shall be limited to one double loaded parking aisle perpendicular to the street. Side yard parking shall be set back 20 ft. from the street right of way.
- Where truck access is required, access points shall not exceed 35 ft. in width.

Design of Parking
- For parking structures having frontage on Woodland Street, 75% of the ground floor frontage shall be devoted to retail/service uses, exclusive of access drives, or a minimum of 10 ft. landscape strip between the property line and the garage is required where shade trees shall be planted at a maximum spacing of one per 30 ft. of street frontage.
- Exterior walls of parking garages visible from public streets shall have an architectural cladding and flat floor plates facing Woodland Street.
- Parking structures fronting Woodland Street shall comply to all other "Building" standards unless otherwise noted in this section.
- Parking lots shall be screened along all public streets by a 2-1/2 to 3 ft. high year-round, visually impervious screen and shade trees planted at a maximum of 30 ft. spacing.
- Screening shall include evergreen hedges, walls, and/or fences.
- Cross-access between rear parking lots is encouraged. Shared parking is encouraged.

Exterior Walls and Fences
- Exterior walls should be compatible with the style, materials, and colors of the principal building on the same lot.
- Chain link fencing and barbed wire are highly discouraged. Where either are used, it shall be dark green or black and shall have a minimum 10 ft. wide landscape screen between the public street right of way and the fence. This continuous landscape screen shall be visually impervious with shade trees planted at a maximum of 30 ft. spacing.

Streetscapes
- Opaque walls and landscaping along public sidewalks shall not be higher than 3 ft. (Exceptions for buildings with residential use only).
- Abandoned curb cuts shall be replaced with curbs, gutters, and sidewalks to match the existing adjacent condition.
- Parallel parking should be considered for at least one side of Woodland Street.
- See Streetscape Guidelines, pages 14, 15, and 16.

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Five Points Subdistrict

Location Map

Five Points Subdistrict

Appropriate

Buildings that frame the street and have well designed storefronts will contribute to Five Points pedestrian appeal and economic vitality.

Five Points Redevelopment Plan Guidelines

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General
- For any 1 or 2 family dwellings in this subdistrict, the residential subdistrict guidelines shall apply.
- Ground floor retail/service uses are highly encouraged.
- Upper floor residential and office uses are highly encouraged.

Buildings

Build-to-Line
- Buildings with ground floor commercial use shall be built to within 4 ft. of the property line along all public streets (exceptions: entrances).
- Buildings with ground floor residential use shall be built to within 15 ft. of the property line at all public streets; stoops and landscaping are encouraged.
- 100% of the primary street property frontage shall be building wall and shall comply with the build-to requirements with exceptions for a maximum 6 ft. side setback, for side outdoor dining areas (maximum 14 ft. wide), and for vehicular access drives with an additional 6 ft. for sidewalks. (See Access and Parking on page 13)

Height
- Buildings shall not exceed 2 stories and 30 ft. in height. A third story and 15 ft. may be added provided that it is for residential use only and is compatible with existing adjacent historic structures. The third story must be stepped back at least 10 ft. from facade planes facing a residential subdistrict, an existing house (regardless of use), and public streets.
- All front and side building walls shall be a minimum of 20 ft. in height.
- For multiple story buildings, the minimum first floor height shall be 14 ft. from finished floor to finished floor. (exception: buildings with first floor residential use, minimum first floor height shall be 12 ft.)

Massing
- For multiple story buildings, the width of any unbonded facade plane shall 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.

Facade
- 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.
- Window systems shall not be more than 25 ft. in width without being interrupted by another building material.
- For buildings with ground floor commercial use, a minimum of 40% of the first floor facade area facing the primary street shall be transparent. For one story buildings, this shall be calculated including area from the first floor level to 15'-0" above the first floor only. For multiple story buildings, this shall be calculated from the first floor level to the second floor level. Maximum sill height ("Kickplate") shall be 3 ft. above the sidewalk level. Minimum window head height shall be 10 ft. Reflective glass and overly tinted glass are discouraged.
- A minimum of 25% of the facade area (including parapet) of upper floors shall be windows.
- For buildings with ground floor commercial use, on corner parcels, glazing shall turn the corner facing the secondary street a minimum of 20 ft. in length along the property frontage.
- A minimum of one public entrance shall face the primary street and shall have direct uninterrupted access from the public sidewalk. All doors which from public streets should be fully glazed (exception: residential unit doors).
- Service entrances, loading docks, and outdoor storage of equipment, materials, or goods shall not face primary public streets and shall be screened from view by a fence, wall, hedge, or plantings.
Five Points Subdistrict (continued)

Roofs
- All sloped roofs shall be concealed from view with a parapet wall.
- False mansard roofs and overhanging "fascia" type roofs shall be 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.
- Metal siding and EIFS (Exterior Insulation Finish System) is prohibited on the ground floor of buildings on all sides (exception: accessory buildings not visible from the public right of way).
- Materials, colors, and textures should be compatible with historic buildings in the adjacent historic neighborhoods.

Awnings & Canopies
- Fixed floor canopies/awnings are appropriate above building entrances and storefronts. Canopies and awnings shall not be of plastic material and shall not be translucent.

Access & Parking

Location of Access & Parking
- On corner parcels, vehicular access may occur from either a secondary street (not exceeding 24 ft. in width) or alley. For mid-block parcels, vehicular access may be provided from the primary street through one access drive at a maximum of 24 ft. wide.
- Access drives should provide uninterrupted vehicular access to the alley. Joint access drives, public access drives, and shared parking are highly encouraged.
- Parking shall not be permitted in front of a building or in a sideyard.
- Where truck access is required, access points shall not exceed 35 ft. in width.

Design of Parking
- For parking structures having street frontage, 75% of the ground floor frontage shall be devoted to retail/service uses, exclusive of access drives.
- Exterior walls of parking garages visible from public streets shall have an architecturally cladding and flat floor plates facing the primary street.
- Parking structures with street frontage shall comply to all other "Building" standards, unless otherwise noted in this section.
- Parking lots shall be screened along all public streets by a 2-1/2 to 3 ft. high year round, visually impervious screen and shade trees planted at a maximum of 30 ft. spacing.
- Screening shall include evergreen hedges, walls, and/or fences.
- Cross-access between rear parking lots is encouraged especially where alley access is not available.

Exterior Walls and Fences
- Exterior walls should be compatible with the style, materials, and colors of the principal building on the same lot.
- Chain link fencing and barbed/razor wire are highly discouraged. Where either are used, it shall be dark green or black and shall have a minimum 10 ft. wide landscape screen between the public street right of way and the fence. This continuous landscape screen shall be visually impervious with shade trees planted at a maximum of 30 ft. spacing.

Streetscapes
- Opaque walls and landscaping along public sidewalks shall not be higher than 3 ft. (Exceptions for buildings with residential use only).
- Abandoned curb cuts shall be replaced with curbs, gutters, and sidewalks to match the existing adjacent condition.
- Parallel parking should be provided on both sides of all streets where possible.
- See Streetscape Guidelines, pages 14, 15, and 16.

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Corner Commercial Subdistrict

**Location Map**

Buildings featuring well designed storefronts, canopies, minimal signage, and corner locations can be quite compatible with older neighborhoods.

**Corner Commercial Subdistrict**

**General**
- Ground floor retail/service uses are highly encouraged.
- Upper floor residential and office uses are highly encouraged.

**Buildings**
- **Build-to-Line**
  - Buildings shall be built to within 4 ft. of the property line along all public streets (exceptions: outdoor dining area - maximum 14 ft. setback; entrances).
  - 100% of the property frontage along the primary street shall be building wall (exceptions: a minimum 5 ft., maximum 15 ft., required side setback for properties adjacent to a detached house (regardless of use), and for an outdoor dining area maximum 14 ft. side setback).

**Height**
- Buildings shall not exceed two stories and 30 ft. in height.
- An additional story may be added to a building provided that, where it is adjacent to a detached house or a residential subdistrict, it is set back a minimum of 25 ft. from the building wall or 50 ft. from the property line. These story building height shall not exceed 45 ft.
- All front and side building walls shall be a minimum of 16 ft. in height at the build-to-line.
- For multiple story buildings, the minimum first floor height shall be 14 ft. from finished floor to finished floor.

**Massing**
- For multiple story buildings, the width of any unbroken facade plane shall 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.

**Façade**
- 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.
- Window systems shall not be more than 25 ft. in width without being interrupted by another building material.
- A minimum of 40% of the first floor façade area facing the primary street shall be transparent. For one story buildings, this shall be calculated including area from the first floor level to 16’-0" above the first floor only. For multiple story buildings, this shall be calculated from the first floor level to the second floor level. Maximum sill height ("kickplate") shall be 3' above the sidewalk level. Minimum window head height shall be 10 ft. Reflective glass and overly tinted glass are discouraged.
- A minimum of 25% of the façade area (including parapet) of upper floors shall be windows.
- On corner parcels, glazing shall turn the corner facing the secondary street a minimum of 20 ft. in length along the property frontage.
- A minimum of one public entrance shall face the primary street and shall have direct uninterrupted access from the public sidewalk. All doors which front public streets should be fully glazed.
- Service entrances, loading docks, and outdoor storage of equipment, materials, or goods shall not face primary public streets and shall be screened from view by a fence, wall, hedge, or plantings.

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Corner Commercial Subdistrict (continued)

**Roofs**
- False mansard roofs and overhanging "tuscia" type roofs shall be 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.
- Metal siding and EIFS (Exterior Insulation Finish System) is prohibited on the ground floor of buildings on all sides.

**Awnings & Canopies**
- Flat roof canopies/awnings are appropriate above building entrances facing public streets that are not otherwise covered and above storefronts. Canopies and awnings shall not be of plastic material and should not be translucent.

**Access & Parking**

**Location of Access & Parking**
- Vehicle access may occur behind the building from either the secondary street (not exceeding 24 ft.) or alley only.
- Parking is not permitted in front of the building or in the side yard.
- Parking structures are not permitted.

**Design of Parking**
- Parking lots shall be screened along all public streets with a 2-1/2 to 3 ft. high, year-round visually unobtrusive screen and shade trees planted at a maximum of 30 ft. spacing.
- Screening shall include evergreen hedges, walls, and/or fences.
- Cross-access between rear parking lots is encouraged, especially where alley access is not available.

**Exterior Walls & Fences**
- Exterior walls should be compatible with the style, materials, and colors of the principal building on the same lot.
- Chain link fencing and barbed/razor wire are prohibited.

**Streetscapes**
- Opaque walls and landscaping along public sidewalks shall not be higher than 3 ft.
- Abandoned curbs shall be replaced with curbs, gutters, and sidewalks.
- Parallel parking should be provided on both sides of all streets where possible.

See Streetscape Guidelines, pages 14, 15, and 16.
Residential Subdistrict

Buildings
Setback & Orientation
- New construction and additions shall be compatible with the existing front and side yard setbacks established by adjacent (or nearby) historic residential buildings.
- The front facade of buildings shall be oriented towards the primary street and be compatible with surrounding historic buildings.

Height, Scale & Massing
- Building heights shall be compatible with the existing historic structures and shall not exceed 3 stories.
- The height of the foundation wall, porch roof(s) and main roof(s) shall be compatible with those of surrounding historic buildings.
- Building masses shall be compatible with those of surrounding historic buildings.
- Front porches with a minimum depth of 6 ft., which are compatible with nearby historic homes, are required.
- Buildings shall avoid long, uninterrupted walls or roof planes. Building wall offsets, including projections and recesses, can be used to achieve this standard. Similarly, roof line offsets, cross gables, and dormers may help vary the massing of a building and vary the effect of a single long roof.
- Where larger buildings are built, the massing shall be broken to resemble the rhythm of surrounding historic residential buildings.

Roofs, Facades, & Materials
- The roof of a new building shall be visually compatible with the roof shape, orientation and pitch of surrounding historic buildings.
- Windows shall be vertically proportioned. The location of windows on the upper floors of buildings shall generally be vertically aligned with the location of windows and doors on the ground level.
- When windows include shutters, they shall be operable and sized appropriately to fit the window.
- Doors and windows shall be wood. All doors facing public streets shall be a minimum of half glazed.
- The materials, texture, detail, and material color of a new building shall be visually compatible with surrounding historic buildings. Vinyl and aluminum sidings shall not be permitted. Preferred materials include, but are not limited to wood, brick, and stone.

Access & Parking
- Parking areas, including garages, shall not be located between the front building facade and the primary street or to the sides of buildings. All parking areas, including garages, shall be located to the rear of buildings and shall not be visible from the primary street.
- Where commercial or multi-family parking lots are adjacent to single-family homes, the lots shall be screened with landscaping, a low wall, and/or fencing.
- No more than one vehicular access point per property shall be provided from the primary street, and it shall be no more than 12 ft. in width.

Location Map

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Five Points Redevelopment Plan Guidelines Sheet 12 of 16
Inappropriate NO

The random placement and incoherent design character of these signs is inappropriate.

Appropriate

These facade-mounted signs complement their building's architecture, while clearly identifying the business.

Inappropriate NO

Large free-standing signs placed in front parking lots are inappropriate.

Appropriate

Signs with a creative or "funny" character are encouraged provided they do not overpower a building's architecture.

Inappropriate NO

Free-standing signs that dwarf their associated buildings are prohibited.

Appropriate YES

Maximum permitted heights avoid free-standing signs that overpower buildings. The sign above serves multiple businesses.

YES

Well-crafted hand-painted and applied letter signs are appropriate on building facades and storefronts.

Signage

Design Standards for Signs
- Signs shall be quality design and craftsmanship.
- Wood and painted metal are the preferred materials. Signs using wood should use only high-quality exterior grade wood with suitable grade finishes.
- Plastic and similar synthetic materials are discouraged.
- 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 shall not obscure key architectural features.
- Awning signage is appropriate. However, the size of the letters/graphics should not dominate the awning.
- Signs shall be limited to on-premise signs related to the use or business conducted on the same site.
- Marquee type signs for announcements of activities taking place at the location are prohibited (exceptions: churches, schools, and institutional uses).
- No billboards or general advertising signs shall be permitted.
- Well-designed hand-painted signs are permitted.
- Well-designed permanent window painted signs are permitted.
- Multiple uses on a single property may share signs, but collectively shall not exceed the sizes below.
- Abandoned signs and sign posts shall be removed.
- Temporary signs shall not exceed 9 sq. ft.
- Signs for multiple businesses shall be of similar material and design.

Sign Illumination
- Signs shall be either spotlighted, externally lit, or backlit with a diffused light source.
- Spotlighting should completely shield all light sources; light should be contained primarily 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.

Canopies
- Canopies are appropriate at ground-floor level and on upper levels, provided they complement a building's architectural style and do not conceal significant architectural features. Canvas is the preferred material for awnings. Plastic, metal, and aluminum awnings are strongly discouraged. Wood and metal may be used for other types of canopies.

Freestanding Signs
- Freestanding signs shall be limited to one per property for each street frontage and shall not exceed the following sizes:
  - Gateway Subdistrict: 64 sq. ft. area; 20 ft. height
  - Main Street Subdistrict: 64 sq. ft. area; 20 ft. height
  - Woodland Street Subdistrict: 25 sq. ft. area; 4.5 ft. height
  - Five Points Subdistrict: not permitted
  - Residential Subdistrict: monument signs only, 18 sq. ft. area; 4.5 ft. height

Projection Signs
- Projection signs shall be limited to one per property for each street frontage and shall not exceed the following sizes:
  - Gateway Subdistrict: 64 sq. ft. area
  - Main Street Subdistrict: 64 sq. ft. area
  - Woodland Street Subdistrict: 25 sq. ft. area
  - Five Points Subdistrict: 25 sq. ft. area
  - Residential Subdistrict: not permitted

Wall-Mounted Signs
- Any wall-mounted signs or multiple wall-mounted signs collectively shall be a maximum of 10% of the building facade area on which they are mounted.
- One wall-mounted sign per facade shall be allowed per business occupant.

Note: Existing businesses may replace any type of existing signs for that business where they are otherwise prohibited provided they do not exceed the height or area of the existing signs.

Five Points Redevelopment Plan Guidelines Sheet 13 of 16
Main Street Streetscape Design

"Main Street through East Nashville from I-65 to Gallatin Road is a problem in urgent need of a solution. The transformation of this street is essential if East Nashville is to establish a new, positive image and presence in the greater Nashville area."

From Rediscovery/RU/DAT: A Plan for East Nashville

Main Street Streetscape Concept Plan

The RU/DAT Plan calls for a streetscape plan for Main Street that unifies the street, reduces curb cuts and provides more pedestrian friendly edges from 5th Street to the Civic Square envisioned near the Carnegie Library. The following outlines the recommendations for streetscape improvements along this corridor which were developed by the Metropolitan Development and Housing Agency’s consultant and a steering committee made up of property owners, business owners, residents and other East Nashville representatives. This is a concept plan to be considered as general recommendations that should be further studied and tested as detailed construction documents are created to realize this project.

Street Width

The existing public right of way along Main Street currently accommodates four travel lanes and approximately 8’-4" of sidewalk on both sides. In places, parallel, on-street parking exists, but it is not currently striped or marked with signs. Due to this condition along with the numerous curb cuts, the wide travel lanes and the existing parking lots in front of buildings, the existing on-street parking is inconvenient, perceived as unsafe and rarely used. The existing pavement width of Main Street is approximately 62’-0" between 5th Street and 11th Street. This is a sufficient pavement width to safely accommodate four (4) 11’-0" travel lanes and 9’-0" parallel parking lanes on both sides of the street. Thus, the curb-to-curb width of the street shall remain as it exists.

Landscape Bulbs

The Main Street Streetscape Concept Plan calls for the construction of landscape bulbs approximately every 60’-0" to achieve the following:

- Clearly delineate on-street parking spaces
- Provide shade
- Enhance the aesthetic quality of the street
- Provide "traffic calming" by narrowing the perceived width of lanes.

This design allows for two parking spaces between each bulb. The exact spacing of these curbs shall be further tested to minimize conflicts, but shall be designed to eventually provide a continuous regular rhythm of shade trees along Main Street. It is believed that many of these landscape bulbs could be initially constructed without conflict with curb cuts, utilities or other obstructions. Where obstructions do occur, the locations shall be reserved to occupy the planned bulbs when future development happens. Where properties have excessively wide curb cuts or an excessive number of them, they should be reduced in width or abandoned to allow for bulbs to be built during the initial streetscape construction. Where this occurs, new curbs and sidewalks should be built to replace the abandoned portion of the curb cut. As development occurs after the initial streetscape construction, the private developers should be responsible for the construction of those bulbs planned directly in front of their properties along with associated sidewalk replacement.
Main Street Streetscape Design (continued)

Landscape Bulbs (continued)

The landscape bulbs shall be constructed so to not impede the flow of storm water along the outside edge of the street. This can be accomplished by providing a gutter between the sidewalk and the bulb. Shade trees shall be planted in each of these bulbs. It is critical that an irrigation system is provided and that the landscape and irrigation is regularly maintained by Metro Government. At intersections, bulbs shall be constructed to shorten the distance for pedestrians crossing Main Street and a textured plate shall be provided to cover the entire gutter, providing a safe path for pedestrians. At “T-intersections,” longer landscape bulbs should be located directly across from the intersection, where parallel parking is not desirable. At these locations, shade trees could be supplemented with additional landscaping, such as smaller ornamental trees to provide a colorful terminus to the view from the adjacent neighborhoods.

Crosswalks

Textured crosswalks shall be provided on all sides of each intersection along Main Street. These may be constructed of brick or concrete pavers. These pavers shall be sufficiently textured to avoid slippery surfaces and to help calm traffic along Main Street. At excessively long blocks, mid-block crosswalks shall be provided that are consistent with those at intersections. Where traffic signals do not exist, crosswalks shall be clearly marked with signs, painted pavement striping, electric signals and other appropriate warning mechanisms to warn automobiles and to ensure the safety of the pedestrian.

5th Street and Main Street

At the 5th Street and Main Street intersection, the RU/DA Plan calls for a landscaped gateway to East Nashville. The Concept Plan recommends the existing concrete median on North 5th Street to be landscaped with grass and shade trees and a similar median be constructed on South 5th Street at this intersection. On the south side, this could be accomplished by replacing one north-bound lane with this median. Traffic counts should be taken prior to this to determine if one lane can be removed. A landscaped medians, street trees, signage, and other landscaping should also be considered west of 5th street.

Medians

At the intersections of McFerrin Avenue and Main and 10th Street and Main, there currently exist striped areas that are not utilized. The Concept Plan recommends a 14'-27" wide landscaped median to replace the striped areas at these locations. Likewise, both of these intersections exhibit wide pavement widths on the side streets created by large turning radii. Small landscaped islands shall be constructed on both McFerrin Avenue and South 10th Street to shorten the pedestrian crossings.

Carnegie Library

Special treatment should be given to the streetscape along Main Street at the Carnegie Library, site of the future Civic Square proposed by the RU/DA Plan. Currently, at the intersection of Main and South 11th Street there exists a triangular shaped area of asphalt that is defined by an extended concrete curb. This should be replaced with new curbs, sidewalks and a small landscaped public space consisting of benches, garbage receptacles, trees, other plantings and a significant piece of public art or monument on axis with Garland Street and the historic East High School. Sidewalks, benches, trees, plantings and other landscape features should be consistent with those planned for the future Civic Square. Textured crosswalks should be across Main Street and South 11th Street.
Main Street Streetscape Design (continued)

Utilities
Fortunately, electrical power and telephone service along Main Street are provided typically from the alley or side streets. This standard should be maintained along all of Main Street. Several locations exhibit power lines that cross Main Street perpendicularly. Eventually these crossings should be relocated underground, or service should be rerouted so that no overhead lines are visible on Main Street. Specifically, near the intersections of 10th Street and 11th Street, many lines cross in multiple directions, adding to the haphazard existing streetscape at a major gateway along Main. When the Civic Square is designed, relocation and/or realignment of these lines should be considered to straighten out one of the most significant nodes in East Nashville. Implementing the landscape bulbs may require additional storm and sewer inlets. This should be engineered during the construction document phase.

Prioritization
The following is a recommended list of priorities for implementing the Main Street Streetscape Concept Plan. Recognizing that the initial construction phase may not include all of the recommendations on the entire street, the steering committee prioritized the recommendations and locations to implement them. These priorities are based on need, impact, cost, and should be further examined as they are implemented. These priorities are listed from highest to lowest priorities.

Priority of Recommendations
- Pedestrian bulbs at intersections
- Paint stripe parallel parking
- Landscape bulbs and street trees
- Crosswalks
- Landscaped medians
- Bus Shelters
- Trash receptacles and benches
- Pedestrian scaled lighting
- New sidewalks
- Overhead utilities

Priority of Locations
- Gateway Intersections: 5th and Main, 11th and Main (triangle), and Gateway Blocks (500 Block and 1000 Block)
- Major Intersections: 7th and Main, and McFerrin and Main

General Streetscapes
Because streetscapes elements are within the public rights-of-way and, therefore, subject to the policies of the Metropolitan Government, the following guidelines are only advisory in nature.

Sidewalks
Sidewalks should be well maintained and provided where not already present. The material used, whether brick or concrete, is not critical as long as the sidewalk is well maintained. The following standards apply to all sidewalks:
- Sidewalks should be raised above the street level and curbed, but should have depressed curbs at intersections to promote accessibility for the disabled.
- Pedestrian street crossings should be clearly delineated. Recommended delineation includes the use of different pavement color, materials, and/or texture.

Landscaping
The following standards should be considered for landscaping:
- In the Gateway, Woodland Street, and Five Points Subdistricts, where a generous sidewalk width is crucial, grates with street trees and/or planters should be used.
- In the Residential Subdistrict, streetscapes should include a planting strip located between the curb and the sidewalk where shade trees can be planted.

Street Furniture
- Street furniture, such as benches, trash receptacles, and kiosks are appropriate.
- Sufficient spacing should be provided between benches and trash receptacles.
- Newspaper boxes also contribute to the convenience and urban feel of an area, but should be grouped in excessive numbers in order to avoid visual clutter.

Lighting
Street lighting should be pedestrian scale, low glare, low wattage with an indirect or diffused light source.

On-Street Parking
On-street parking should be maintained where it currently exists, and should be allowed in areas with sufficient street width.