

The City of

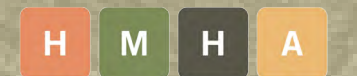
# MURFREESBORO

DESIGN GUIDELINES

Prepared for:



Prepared by:



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sterlingcommunications

Telling your story  
to grow your business

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*In developing the Murfreesboro Design Guidelines, the Ragan-Smith, Sterling Communications, and H Michael Hindman Architect PC team worked closely with City of Murfreesboro Officials and members of the Steering Committee. This plan could not have been possible without the time and efforts put forth by the following:*

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## A. MURFREESBORO: “A GROWING CITY”

Murfreesboro is a dynamic, growing community 35 miles southeast of Nashville with a strong diversity in employment, housing, education and people. The city, at the geographic center of the state, is a desirable location for tourism and business growth and an attractive destination for people migrating to live in the southeastern United States.

Community leaders have shown a commitment to developing and maintaining a healthy balance between such varied interests as history, business, green spaces, the arts, recreation, a clean environment, affordable housing and education.

As a result, Murfreesboro possesses a unique “sense of place,” a characteristic sought after among communities across the nation to differentiate them from “any other place on the map.”

### Access to Key Roads and a Developed Transportation Network

Murfreesboro is the county seat of Rutherford County and is part of the Nashville Davidson-Murfreesboro MSA. The city is located on a well-traveled interstate corridor between Nashville and Chattanooga, on a direct route from Chicago and St. Louis to Atlanta, and within a day’s drive of 75 percent of the U.S. population.

### A Growing County

Rutherford County has consistently ranked in the top 10 counties in the nation for job growth for the past several years. The area has a population majority of between 20 and 54 years old, and is home to Middle Tennessee State University, with more than 22,000 students. Rutherford County is the third fastest growing county in the state with a population nearing 300,000 people in a state that has long been considered one of the South’s friendliest for business. The county is also one of the top 75 fastest growing counties in the United States.

### Regional Center for Retail, Health Care, Education

With a population of more than 130,000, Murfreesboro also is a regional crossroads for retail, education, business and health care for counties and cities east, south and west. Saint Thomas Rutherford Hospital is located in the city’s Gateway district and provides hospital care for patients from Rutherford, Cannon, Coffee, Bedford, Warren and DeKalb Counties.

Retail is booming in Rutherford County, with continued expansion of the Gateway district, the establishment of a regional Amazon fulfillment center and continued opportunities for retail and commercial development in expanding the central business district.

Middle Tennessee State University (MTSU), with an enrollment of more than 22,000, offers an excellent education along with extensive opportunity for art, sporting events, drama and musical performances. It offers doctoral degrees in Health/Physical Education, Chemistry, History, English and Economics.

### Forecast Says “More”

Murfreesboro experienced considerable commercial and industrial development over the past 20 years, and that business growth brought the need for more housing for employees. Commercial and retail growth are expected to continue for the next several years to serve the needs of a growing population. The economic outlook for the city is excellent as employment opportunity continues to expand.





## B. PIVOTAL TIME IS NOW; ROLE OF DESIGN GUIDELINES

With unprecedented growth comes opportunities and challenges to ensure that Murfreesboro remains balanced, attractive and a great place to live. As communities grow, government is required to step up its planning, its level of services, and in this case, to review its service delivery, safety and aesthetic appeal.

The foundation for the City of Murfreesboro Design Guidelines initiative was laid by the findings of the 2000 county-wide MTSU employment study. That study found that while manufacturing employment continued to be strong in the region, manufacturing alone could not provide the County with the number and quality of jobs, wages and superior quality of life that residents of Rutherford County expect.

The study recommended that, in addition to providing a superior climate for continued manufacturing expansion, Rutherford County, and Murfreesboro, Smyrna, La Vergne and Eagleville, should commit resources to recruiting more white-collar, professional jobs to the region. In response, elected leaders, the business community and many others initiated multiple initiatives, including Destination Rutherford, the Gateway Class A office space development, a conference center, a Visitors Center, and an expanded roadway signage program, to set the stage for continued, long-term prosperity for the region.

As these initiatives to accomplish this goal developed and matured, city planners and officials began to hear from multiple segments of the community that an improved appearance for the city and region is needed and desired.

Elected officials, new residents, neighborhood leaders, economic development officials, environmental advocates and citizens have communicated their desire for an improved aesthetic appearance in the City of Murfreesboro in the areas of:

- Streetscape
- Signs
- More & better landscaping
- Improved building design & materials

While at the same time retaining the healthy and diverse economic climate that has been long enjoyed in Rutherford County.

Thus, the foundation and need for citywide Design Guidelines is apparent: community leaders, officials and citizens want to continue the rich tradition already begun in Murfreesboro.

In these Design Guidelines, certain visible design elements are included to ensure specific criteria is established to provide the continuation and strengthening of that “sense of place,” rich tradition, strong economy and excellent quality of life unique to Murfreesboro.

The Design Guidelines are developed and written to form a “hub” that connects with the “spokes” of additional regulatory requirements developed by multiple federal, state and local authorities to which the City of Murfreesboro is subject, providing a broad overview of the City’s desires, expectations and requirements for development within the city limits.



## C. PLAN OF ACTION

In mid-2005, the City of Murfreesboro commissioned Ragan-Smith Associates to develop city-wide Design Guidelines. In addition to improved aesthetics, the guidelines are designed to promote public safety, health, general welfare in the areas of street investment, infrastructure, delivery of services, property values, preservation and scenic beauty. The guidelines also are reflective and protective of the community's amenities and historic sites to enhance the quality of life for the citizens of Murfreesboro and Rutherford County. The document went through an extensive public input process and thorough review by City staff to the point of being ready for adoption by the City of Murfreesboro. At that time, the City decided to table the document.

*In late 2015, the City of Murfreesboro recommissioned Ragan-Smith Associates to update and revise the previously prepared Design Guidelines to address additional issues so the City can pursue the adoption of the guidelines.*

*In addition to revising and updating the Guidelines, Ragan-Smith Associates, at the direction of the City of Murfreesboro, has derived specific design standards to be formally adopted and implemented into a Regulatory Document after review and approval by City Staff, Planning Commission, and City Council.*

## D. PUBLIC INPUT

The Public Input process was identified as a key component in shaping the Design Guidelines content and forming the basis for the documents purpose.

Public input on the Design Guidelines initiative has been ongoing and extensive since the project began in October 2005. Initially, 16 one-hour one-on-one interviews were conducted with elected officials, citizens and community leaders. A steering committee consisting of community leaders, developers and elected officials has met consistently throughout the guidelines development process for lengthy meetings to discuss the philosophy and policy of the guidelines.

An email database of more than 600 names of area stakeholders has been used repeatedly throughout the planning process to invite them to participate in the public input process and inform citizens of progress made on the Design Guidelines and seek input.

In December 2005 a public open house was held; 238 documented comments about landscaping, signage, architecture, streets and other areas the design guidelines might cover were received. Project planners met with the Rutherford Improvements Forum, a group of developers and builders, for a lengthy discussion about the Design Guidelines. In addition, personal one-on-one meetings were held with several leaders in the development community.

Five focus groups were held and citizens were invited to participate, with each group lasting 1.5 hours.

A presentation about the guidelines was made to the Murfreesboro Breakfast Rotary; and an hour-long radio call-in show on WGNS radio focused on the guidelines, with listeners calling in and asking questions of planners.

*In 2016, Ragan-Smith Associates began conducting steering committee workshops periodically to review updates to the Design Guidelines as well as seek feedback and direction from the committee.*

*To gather input from the public, the project team established a public Facebook page for the Murfreesboro Design Guidelines where the public could go to receive project updates as well as leave feedback and opinions of the Design Guidelines. Additionally, to further solicit feedback from the public a open house was held in September of 2017, where an additional 93 comments were received from the public.*

Ongoing updates and information about the Design Guidelines work process and input opportunities have been placed on the City of Murfreesboro Web site, at [murfreesborotn.gov](http://murfreesborotn.gov). Written comments on comment cards have been received, documented, reported and used in shaping the direction of the Design Guidelines.

Public input will continue to be sought as the Design Guidelines are presented to the Murfreesboro Planning Commission and City Council. The overall goal is to create a document that is reflective of the public's vision of what Murfreesboro should look like in the future.

## E. DESIGN GUIDELINES PURPOSE

The purpose of the Design Guidelines is to:

1. Provide property owners, developers, architects, builders, business owners and others with a broad, flexible and equitable set of objectives for developing and redeveloping land.
2. Retain, protect and promote the quality of life, the sense of place and unique environment that exists in the City of Murfreesboro.
3. Improve the aesthetic appearance of development throughout the City of Murfreesboro.
4. Promote, encourage and create a pedestrian-friendly environment.
5. Promote an efficient delivery of services to the citizens of Murfreesboro.
6. Provide a document that provides clear and predictable design requirements for residents, land owners, developers, and potential investors.

## F. IMPLEMENTATION & APPLICATION

It is a purpose of the Design Guidelines to encourage diversity in design. As a result, it is anticipated that there are alternative design solution approaches that may be incorporated to accomplish the objectives established within the guidelines. This may be particularly applicable with certain design concepts such as New Urbanism and Neo-traditional developments and planned district developments and within unique communities or neighborhoods already established within Murfreesboro. As a result, alternative design solutions or approaches will be considered based on their merit as it relates to meeting the defined objectives.

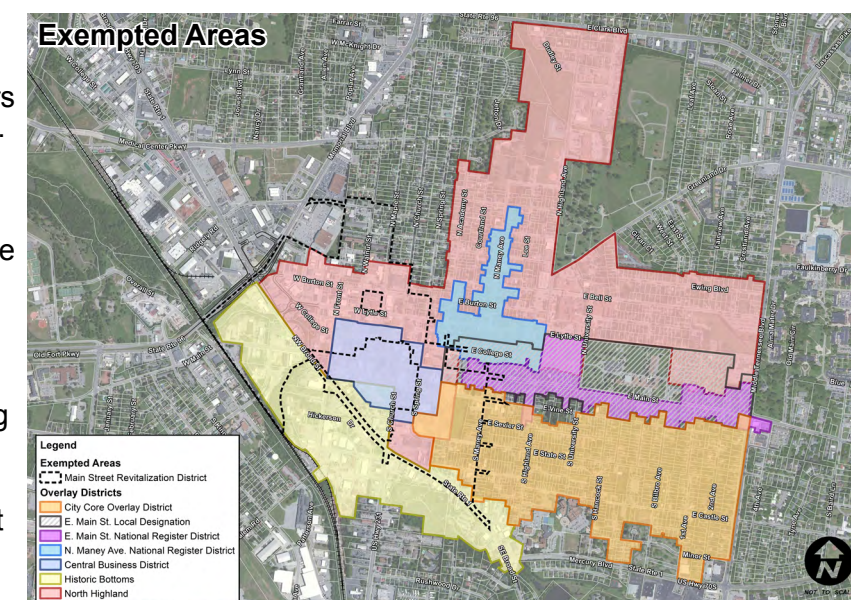
These Design Guidelines and Standards shall apply to the following:

1. New development under current zoning districts as established in the City of Murfreesboro Zoning Ordinance.
  - Specific guidance is outlined on the individual design elements that make up this document. Consultants, developers and owners are strongly encouraged to consider guideline recommendations when designing new projects under the current zoning districts. Under certain circumstances, the Planning Commission may condition the approval based on meeting these guidelines.
  - Architectural elevations may be required as part of the site plan or as a separate item for consideration by the Planning Commission prior to the issuance of a building permit. Color elevations are not required. However, failure to provide color elevations may be a basis for site plan deferral to allow an applicant to prepare necessary color elevations to properly convey the building's appearance.
  - Specific design standards as adopted are requirements for project review approval.
2. Planned development submittals
  - The design of the planned unit development shall consider the design objectives and guidelines outlined in this document to govern policies and shape overriding design concepts. Design standards may or may not apply as specifically determined during the Planned Development Process.

Exemptions: City Core Overlay, North Highlands, Historic Bottoms, Central Business District, Main Street Revitalization District, E. Main Street Local Historic Designation, E. Main Street National Register Historic District, and N. Maney Ave. National Historic District

The Design Guidelines and Standards requirements shall be applicable to existing buildings, structures and developments under the following circumstances:

1. If an existing building or structure is expanded by fifty percent (50%) or more in size, then the entire building or structure and site shall comply with the requirements of these guidelines and standards.
2. If the estimated cost of a renovation of an existing building, structure, or development equals fifty percent (50%) or more of the total appraised value of the existing building, structure, or development, then the entire building, structure or development including the entire parking lot shall comply with the requirements of this section.
3. If there is a change in use of an existing building, structure or development, which requires issuance of a special use permit, then the entire building, structure, or development and site including parking area shall comply with the requirements of these guidelines and standards unless specifically exempted and approved through the Special Use Permit.
4. If there is change in use of an existing building, structure or development, which requires rezoning of the property from one zoning district to another zoning district, other than to or from a planned development district, to allow the new use, then the entire building, structure, or development and site including parking area shall comply with the requirements of these guidelines and standards unless specifically exempted and approved through the Special Use Permit.
5. If the number of existing parking spaces for an existing building, structure or development is expanded by twenty-five percent (25%) to forty nine percent (49%), then the area of parking lot expansion shall comply with the requirements of this section.
6. If the number of existing parking spaces for an existing building, structure or development is expanded by fifty percent (50%) or more, then the entire parking lot shall comply with the requirements of this section.
7. If a new and separate building, structure or development is constructed on the same lot of record as an existing building, structure or development, only the separate and new building, structure or development must meet the requirements of this section if the new building, structure or development is less than fifty percent (50%) of the existing building, structure, or development. However, if the new building, structure or development is connected physically to the existing building or structure so as to make it appear the existing and new building or structure are part of the same business or establishment, this exception shall not apply.
8. If a project meets the criteria that requires compliance with these guidelines and standards, but it is defined as infill or adaptive reuse (See G. Redevelopment Infill and Adaptive Reuse), as specified in this document, then flexibility may be granted in applying guidelines and standards as described in this document.





## G. REDEVELOPMENT, INFILL & ADAPTIVE REUSE

For the purposes of these guidelines and standards a distinction is made between re-development, infill development and adaptive re-use.

**Redevelopment** - *(Must comply with Design Guidelines and Standards)*

Redevelopment is defined as erecting new buildings and facilities (including parking, access roads, sidewalks, landscape and site amenities) on a previously developed site after existing buildings and facilities have been removed. The site may have surrounding, existing public infrastructure including roads and utilities that will remain in place for redevelopment purposes. These design guidelines and standards will apply to existing buildings, structures, and developments.

**Infill** - *(Must comply with Design Guidelines and Standards with the possibility of flexibility if determined as appropriate by City Staff and Planning Commission)*

Infill development is defined as developing vacant, derelict or under-utilized parcels, surrounded by existing development, which could fit new buildings, infrastructure or amenities. Existing buildings or facilities shall remain as part of the infill development plans. The term infill implies that existing surrounding area is mostly built-out and what is being built is in effect “filling in” the gaps. The key to defining a project as infill is determined by the existence of a strong existing pattern already established by surrounding development on all sides of the project. These guidelines and standards specify when flexibility shall be granted for infill development as it fits this definition.

**Adaptive Reuse** - *(Must comply with Design Guidelines and Standards if it meets criteria established in Section F, with the possibility of flexibility as outlined in the Infill and Adaptive Reuse section of this document)*

Adaptive Reuse refers to the process of reusing an old site or building for a purpose other than which it was originally built or designed for. It implies that some existing buildings and / or infrastructure will remain as part of the new plan and use for the site. The key to defining a project as adaptive reuse is determined by a proposed change in the use of the existing site or building that will utilize the existing framework of buildings and infrastructure already in place. These guidelines and standards specify when flexibility shall be granted for adaptive reuse projects as it fits this definition.

In no case is it the intent that a project use the infill or adaptive reuse categories to propose development of a poor quality or a development that does not comply with public health safety and welfare requirements. Rather it is the intent to allow for design flexibility in achieving efficient, functional, and creative redevelopment that recognizes unity with the positive aspects of its surroundings and preserves the positive and unique aspects of existing architecture, landscape, and environmental features of a site.

## “SENSE OF PLACE”

### H. DEFINING “A SENSE OF PLACE”:

Five design areas were established as a result of the public input process for the creation of the Design Guidelines. With each of these areas, principles have been established to define and reinforce a clear vision for Murfreesboro. The five design areas cover:

- I. Sense of Place (*Defined in Introduction*)
- II. Streetscape Design (*Public Street Network*)
- III. Site Design
- IV. Landscape Design
- V. Architectural Design



Former First United Methodist Church



City Hall Plaza



Hospital Complex



Stones River



Oaklands Mansion

### CHARACTERISTICS OF “SENSE OF PLACE”

Murfreesboro is a diverse community in many key areas. As a result, the community has its own “sense of place” that is important to preserve.

For the purposes of this document, “sense of place” is defined as those characteristics that make a place special, unique and distinct from anywhere else, as well as those that foster a sense of aesthetic attachment and belonging by its residents and visitors.

Murfreesboro’s history, existing character and unique community environment should be preserved to maintain an essential strong foundation. Certain design elements are included here to establish criteria to ensure the continued success of the “sense of place” that is unique to Murfreesboro.

1. Establishing general aesthetic criteria that reflects the progressive vision for a strong, balanced future of the city
2. Preserving and embracing the unique neighborhoods that have already established the character of Murfreesboro
3. Protecting and preserving the natural elements specific to the city
4. Protecting and preserving the city’s Historic sites and features
5. Establishing criteria that enables and encourages diversity in architecture and planning design



Murfreesboro Square



Main Street



Local Residential Sidewalk



# A. DESIGN PRINCIPLES

## GENERAL FRAMEWORK

The design criteria has been developed within the following framework to communicate clear expectations as they relate to design quality for all projects proposed within the City of Murfreesboro. The applicant should review the criteria established with each design element prior to proceeding with the preparation of design plans.

- 1. **Design principles** have been established to define and reinforce a clear vision that will create a high quality of life.
- 2. **An objective statement** is made to define the general purpose for the design principle
- 3. **Guidelines** are established to govern general policies and shape overriding concepts
- 4. **Design standards** are established to determine specific requirements and details for implementation

## DESIGN PRINCIPLES

The city streets of Murfreesboro are viewed every day by citizens, visitors, commuters and tourists. In fact, the most visible areas of Murfreesboro are its streets. Streetscapes begin to establish the character of a community. Streetscape design should consider both the street network function as related to the capacity and connectivity of the thoroughfare system, as well as aesthetic qualities that create a human scale. Other modes of transportation also are considered to accommodate pedestrian, bike and public transit to plan for and encourage a multi-modal transportation system. Streets are one of the largest areas of dedicated public space in a city. Complete streets and green streetscapes can serve as linear parks that accommodate all modes of transportation including pedestrian, bicycles, cars, and mass transit.

- 1. Buildings should be designed to address a strong connection to public streets and viewsheds.
- 2. Streets should be designed to create a comfortable and visually pleasing experience for cars, bicyclist, and pedestrians.
- 3. Streets should be viewed as opportunities for the creation of linear open space and environmental enhancement as well as functional transportation.
- 4. Streets should be designed to accommodate safe and efficient multi-modal transportation needs.





## B. STREET TYPES

A. DESIGN PRINCIPLES

B. STREET TYPES

C. CONNECTIVITY

D. TRAFFIC CALMING

E. PUBLIC STREETSCAPE TREATMENT

F. TRANSIT STOPS

G. SERVICE DELIVERY CAPABILITY

### Objective:

To require design considerations that reference current street design specifications as adopted by the City of Murfreesboro and incorporated into the City of Murfreesboro Subdivision Regulations and acknowledge the hierarchy of streets established by the Murfreesboro Major Thoroughfare Plan.

### NEW DEVELOPMENT

#### Guidelines:

The Murfreesboro Major Thoroughfare Plan defines the public street network hierarchy and should be referred to as guidance when planning and designing public streets.

Alternative public street treatments to be considered based on the merit of their design and their implementation as part of the street network.

1. On-street parking applications
2. Median divided streets
3. One-way streets
4. Urban streets

#### Standards:

Alley and private drives, when incorporated into the design of the street network, shall be built to public standards and shall be designed to provide the following criteria.

1. Widths to accommodate automobiles and service vehicles.
2. Turning radii to accommodate turning movement of emergency access vehicles, trash services, and public transportation vehicles (Rover).
3. Pavement design to accommodate service and vehicle weights.
4. Shall provide appropriate easements to accommodate utilities.
5. Coordinate with postal service for mail delivery.
6. Differentiation between public and private drives may be required with distinct paving patterns, signage, or similar demarcations.

Private Streets, when proposed, *shall* consider the following criteria:

1. Designed and constructed to public street standards. (See currently approved City of Murfreesboro Street Design Specifications, Section 2.3 Private Streets).
2. Provide means of emergency and service vehicle access.
3. Developments with private streets shall provide for the long term operation, maintenance and replacement by the Homeowners Association. The H.O.A. must have long term financial capability to meet its obligations.
4. In general, street names will change when public streets transition to private drives.

#### Infill & Adaptive Reuse:

- Alternatives and exceptions to street types and connections may be considered if the Planning Commission finds that extraordinary hardship or practical difficulty may result from strict compliance with the Subdivision Regulations (In accordance with the currently adopted Subdivision Regulations, Section 1.3, Alternatives and Exceptions).



Local Street



On-street parking and median divided streets are an alternate public street system to be considered for applicable design concepts such as neo-traditional and new urbanism development.



Neighborhood Street



Alley / Service Lanes

C. CONNECTIVITY

**Objective:**

To promote interconnectivity between existing and future development and within an existing development.



Retail buildings with connected parking lots to decrease entrance points on the main road



Interconnections between lots are provided by common access easements to minimize access points along arterial roads.

NEW DEVELOPMENT

**Guidelines:**

1. Connect to surrounding development street network.
2. Provide connections to adjacent properties.
3. Provide internal street network to minimize direct access to arterials.
4. Provide multiple alternate routes to disperse traffic.
5. Provide cross-access agreements between developments to connect uses and minimize access to public street.
6. Shared driveways should be used wherever possible to minimize curb cuts.
7. Multiple access points should be provided for multi-family developments.

Exception to requirements for connecting to adjacent properties shall be considered where:

- The connection would affect the public health, safety & welfare of the surrounding properties
- The connection results in re-classifications of an existing road to change due to increased traffic volumes (ATD)
- The connection links incompatible land uses without an appropriate transition or buffer

**Standards:**

In accordance with the City of Murfreesboro current Subdivision Regulations and Street Design Specifications:

- Streets shall be designed to provide continuation between adjacent properties when such continuation is necessary for convenient movement of traffic, effective fire and police protection, efficient provisions of utilities and road maintenance. All streets shall be properly integrated with the existing and proposed system of streets and dedicated rights-of-way (See currently approved City of Murfreesboro Subdivision Regulations, Section 5.7 Street and Pedestrian Ways).
- Streets shall connect to existing stub streets on adjacent properties.
- Where possible & practical, multiple access points to developments shall be provided for emergency service access.

**Infill & Adaptive Reuse:**

- Alternatives and exceptions to street types and connections may be considered if the Planning Commission finds that extraordinary hardship or practical difficulty may result from strict compliance with the Subdivision Regulations (In accordance with the currently adopted Subdivision Regulations, Section 1.3, Alternatives and Exceptions).

A. DESIGN PRINCIPLES

B. STREET TYPES

C. CONNECTIVITY

D. TRAFFIC CALMING

E. PUBLIC STREETSCAPE TREATMENT

F. TRANSIT STOPS

G. SERVICE DELIVERY CAPABILITY



D. TRAFFIC CALMING

A. DESIGN PRINCIPLES

B. STREET TYPES

C. CONNECTIVITY

D. TRAFFIC CALMING

E. PUBLIC STREETSCAPE TREATMENT

F. TRANSIT STOPS

G. SERVICE DELIVERY CAPABILITY

**Objective:**

Encourage the utilization of traffic calming methods to reduce the speed of vehicular movement and establish a streetscape environment that is safe for pedestrian and other modes of transportation.

NEW DEVELOPMENT

**Guidelines:**

1. Appropriate traffic calming methods may include, but shall not be limited to:
  - Roundabouts
  - Bulbed Corners
  - On-street parking
  - Curved Roads
  - Changes in pavement treatment
  - Narrower streets
  - Defined crosswalks
  - Raised Intersections *(in limited circumstances)*
2. Traffic calming shall be designed to:
  - Slow traffic
  - Reinforce pedestrian oriented streetscape
  - Break up long, linear extensions of roads and/or buildings
3. Coordinate with the City of Murfreesboro Engineering Department relative to specific design criteria for various traffic calming methods.
4. When implementing traffic calming methods on existing streets, design solutions shall minimize impact to surrounding properties relative to:
  - On-street parking
  - Utility Connections
  - Streetscape elements

**Standards:**

1. Traffic calming measures must be reviewed and approved by the City Engineer and shall meet the requirements of utility service vehicles and emergency service providers in accordance with the current Murfreesboro Subdivision Regulations (See Section 5.7.8 Traffic Calming Devices; and the current Murfreesboro Street Design Specifications and the current Murfreesboro Major Thoroughfare Plan).



On-street Parking



Roundabouts



Curved Roads



Raised Intersection with Pavement Change



Bulbed corners

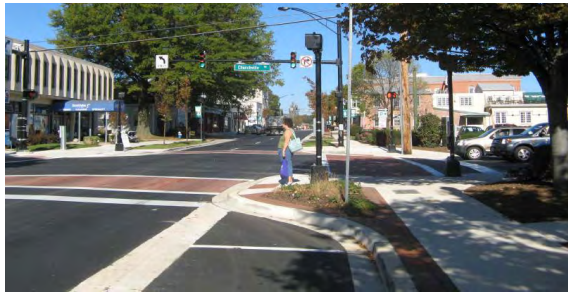


E. PUBLIC STREETScape TREATMENT - SIDEWALKS

**Objective:**  
Provide a pedestrian network that is interconnected and obstruction free.

**NEW DEVELOPMENT**

<p><b>Guidelines:</b></p> <ul style="list-style-type: none"> <li>• Provide adequate widths to account for variety of applications and anticipated pedestrian traffic or multi-modal traffic patterns as planned as part of the public street network.</li> <li>• Encourage wide-sidewalks in urban oriented streetscape to provide pedestrian gathering spaces (i.e., Plazas/café,etc.).</li> <li>• General recommended sidewalk widths             <ul style="list-style-type: none"> <li>• 4'-5' for residential neighborhood streets</li> <li>• 5'-8' for collector and arterial streets and commercial developments</li> <li>• 6'-15' for urban or mixed-use pedestrian ways</li> <li>• 8-12' minimum for multi-use trails</li> </ul> </li> </ul>	<p><b>Standards:</b></p> <ul style="list-style-type: none"> <li>• Provide sidewalks on both sides of all public streets.</li> <li>• Connect sidewalks between adjoining neighborhoods and commercial developments.</li> <li>• All public Right-Of-Way shall be graded to anticipate sidewalk connections between lots and across driveway access points. All sidewalks shall be designed and installed in accordance with the current City of Murfreesboro Subdivision Regulations and Street Design Specifications.</li> <li>• Walks shall avoid conflicts with existing or proposed utilities, including but not limited to:             <ul style="list-style-type: none"> <li>• Fire hydrants</li> <li>• Light poles</li> <li>• Electric poles</li> <li>• Meters</li> <li>• Manholes</li> </ul> </li> <li>• Sidewalk layouts shall be inspected prior to installation to minimize potential conflicts.</li> <li>• Sidewalk connections shall be provided from public streets into private sites.</li> <li>• Provide safe and ADA-accessible pedestrian crosswalks.</li> <li>• All sidewalks, ramps, and pedestrian crossings shall comply with ADA (Americans with Disabilities Act), PROWAG (Public Rights-of-Way Accessibility Guidelines), and NACTO (National Association of City Transportation Officials) standards as they apply.</li> </ul> <p><b>Infill &amp; Adaptive Reuse:</b></p> <ul style="list-style-type: none"> <li>• Sidewalks shall match existing design guidelines and standards to the best extent possible. The City Staff and/or Planning Commission may evaluate the need to adjust sidewalk requirements for infill and adaptive re-use projects to match surrounding conditions relative to sidewalk width, placement and relationship to curb and landscape strip</li> </ul>
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Collector - Commercial Sidewalk



Residential Sidewalk



Urban Sidewalk



Multi-Use Trail



Typical paving Pattern for Pedestrian Crosswalk

- A. DESIGN PRINCIPLES
- B. STREET TYPES
- C. CONNECTIVITY
- D. TRAFFIC CALMING
- E. PUBLIC STREETScape TREATMENT
- F. TRANSIT STOPS
- G. SERVICE DELIVERY CAPABILITY

## E. PUBLIC STREETScape TREATMENT - BICYCLE SYSTEMS

A. DESIGN PRINCIPLES

B. STREET TYPES

C. CONNECTIVITY

D. TRAFFIC CALMING

**E. PUBLIC STREETScape TREATMENT**

F. TRANSIT STOPS

G. SERVICE DELIVERY CAPABILITY

**Objective:**

Create a safe bicycle system that can be incorporated into the overall street design.

**NEW DEVELOPMENT**

**Guidelines:**

1. Integrate shared and dedicated bike lanes into the city's street network as much as possible.
2. Provide appropriate signage and marking for designations, crossings, and trailheads.
3. Provide adequate widths for multi-modal uses.
4. Connect existing and future development into adjoining or adjacent greenways as much as possible.
5. Bike facilities can be integrated into the street and transportation network through several design options, and on a case by case review base on the surrounding transportation network.
  - Multi-use trails and greenways (shared with pedestrians)
  - Shared bike lanes (shared with pedestrians)
  - Dedicated bike lanes adjacent to travel lanes
  - Protected bike lanes with physical barriers of separation between automobiles, bikes and pedestrians.

**Standards:**

1. All public streets, sidewalks, and trails shall refer to the City of Murfreesboro Greenways, Blueways, and Bikeways Master Plan to ensure appropriate connections.



*Dedicated Bike Lane*



*Multi-Use Trail*



*Shared Bike Lane*



*Protected Bike Lane*



E. PUBLIC STREETScape TREATMENT - LIGHTING

**Objective:**  
 Incorporate lighting into the overall street design that provides a uniform design element and safe street environment for various types of anticipated uses.

**NEW DEVELOPMENT**

<p><b>Guidelines:</b></p> <ul style="list-style-type: none"> <li>• Coordinate street design elements (i.e., Street signs, traffic signals, street furniture) with selected light fixtures.</li> <li>• Coordinate light locations with landscape plan and other utilities.</li> <li>• Utilize pedestrian scale lighting in urban or pedestrian oriented streets to reinforce pedestrian oriented environment.</li> <li>• Coordinate with MTEMC (Middle Tennessee Electric Membership Cooperation) and MED (Murfreesboro Electric Department) regarding the type and style of fixtures permitted for street lighting</li> <li>• LED lighting should be considered as a preferable option for all street lighting.                     <ul style="list-style-type: none"> <li>• <i>LED is currently <b>not</b> an option for street lighting provided by MED.</i></li> </ul> </li> <li>• City of Murfreesboro has to request street light design from MTEMC (<i>not customer</i>).</li> <li>• MTEMC street lights must have concrete foundations</li> <li>• MTEMC typically only lights intersections</li> </ul> <p><b>Infill &amp; Adaptive Reuse:</b></p> <ul style="list-style-type: none"> <li>• Consideration may be given to adjust lighting fixture's type and style to match surrounding conditions for infill and adaptive reuse sites.</li> </ul>	<p><b>Standards:</b></p> <ul style="list-style-type: none"> <li>• Lighting levels (lumens) shall be designed in accordance with City of Murfreesboro standards.</li> <li>• Spacing of lighting shall be 150'-200' depending on the size of lot.</li> </ul> <p><b>Infill &amp; Adaptive Reuse:</b></p> <ul style="list-style-type: none"> <li>• Consideration may be given to adjust lighting fixture's type and style to match surrounding conditions for infill and adaptive reuse sites</li> </ul>
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MED Fluted Pole



MED Standard Aluminum Pole and Light



MED Standard Glass Globe



MED Standard Glass Globe and Cage

- A. DESIGN PRINCIPLES
- B. STREET TYPES
- C. CONNECTIVITY
- D. TRAFFIC CALMING
- E. PUBLIC STREETScape TREATMENT
- F. TRANSIT STOPS
- G. SERVICE DELIVERY CAPABILITY



E. PUBLIC STREETScape TREATMENT - UTILITIES

A. DESIGN PRINCIPLES

B. STREET TYPES

C. CONNECTIVITY

D. TRAFFIC CALMING

E. PUBLIC STREETScape TREATMENT

F. TRANSIT STOPS

G. SERVICE DELIVERY CAPABILITY

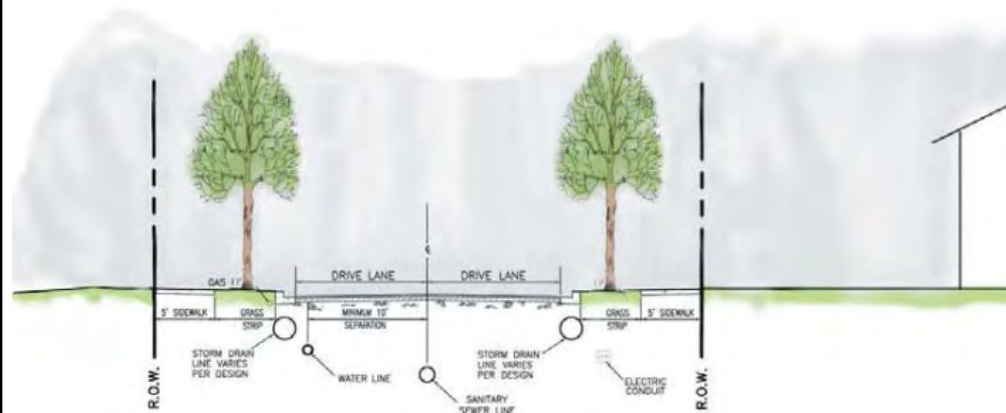
**Objective:**

Ensure that utilities are designed to be functional with minimal visual exposure to the general public.

NEW DEVELOPMENT

**Guidelines:**

- Street layout and design must look at appropriate utility separation requirements.
  - Minimum 5 foot off of curb, 7 foot with grass strip and sidewalk.
  - Traffic signals need 10 foot separation (vertical & horizontal) between power lines and signal cables.
  - Utilities can be located under sidewalk.
- Unless otherwise approved by utility agency



**Typical Section**  
Typical Street Section Depicting the Use of Underground Utilities for Residential Development

**Infill & Adaptive Reuse:**

- Planned developments and infill may require flexibility in utility separation requirements to accommodate narrow streets and/or alleys.

**Standards:**

- All utility lines within new streets shall be underground, unless otherwise approved by Planning Commission. Subdivision regulations require underground utilities within public R.O.W. on all new streets.
- Utilities are to be located within public right-of-way or easements.



Utility boxes and pads should be consolidated at locations that can be screened (every 4-6 lots). This picture depicts inadequate screening



Plantings Being Used to Screen Utility Boxes



Plantings Being Used to Screen Utility Boxes

E. PUBLIC STREETScape TREATMENT - ON-STREET PARKING

**Objective:**

Allow on-street parking in development concepts or districts that utilize on-street parking to meet tenant and resident needs.

NEW DEVELOPMENT	
<p><b>Guidelines:</b></p> <ul style="list-style-type: none"> <li>• Encourage in high-density and mixed-use developments that incorporate urban design principles.</li> <li>• Continue on-street parking in districts where they exist.</li> <li>• Incorporate landscape islands to break up parking and create pedestrian and service access in areas with on street parking .</li> <li>• When incorporated into street design, on-street parking should provide clearly designated stalls for cars and consider possible “bump outs” to accommodate landscape and street trees where appropriate. This provides a pedestrian scale to the street and discourages high travel speeds.</li> <li>• Bump outs designed as part of on-street parking also help facilitate shorter pedestrian crosswalks at street intersections.</li> <li>• On-street parking may need to be maintained by the adjacent developer/land owner.</li> <li>• On-street parking may need to be surfaced with concrete to be clearly separated from asphalt travel lanes.</li> </ul> <p><b>Infill &amp; Adaptive Reuse:</b></p> <ul style="list-style-type: none"> <li>• Consideration shall be given to count on-street parking towards meeting minimum parking requirements when properly designed access is provided from off-street parking areas to building access points</li> </ul>	<p><b>Standards:</b></p> <ul style="list-style-type: none"> <li>• All on-street parking shall comply with the current City of Murfreesboro Subdivision Regulations, Street Design Specifications and Zoning Ordinance</li> </ul>



On-Street Parking with Center Median



Informal On-Street Parking on One Side



On-Street Parking with Landscaped Bump Outs

A. DESIGN PRINCIPLES

B. STREET TYPES

C. CONNECTIVITY

D. TRAFFIC CALMING

E. PUBLIC STREETScape TREATMENT

F. TRANSIT STOPS

G. SERVICE DELIVERY CAPABILITY



## E. PUBLIC STREETScape TREATMENT - OTHER ELEMENTS

A. DESIGN PRINCIPLES

B. STREET TYPES

C. CONNECTIVITY

D. TRAFFIC CALMING

E. PUBLIC STREETScape TREATMENT

F. TRANSIT STOPS

G. SERVICE DELIVERY CAPABILITY

### Objective:

Identify additional elements that can be incorporated into the streetscape design to reinforce the pedestrian environment and create a human scale.

### NEW DEVELOPMENT

#### Guidelines:

- Encourage the incorporation of furniture in developments that incorporate pedestrian oriented streetscapes in high density and mixed use environments.
- Encourage incorporation of public art in plazas, gateway spaces, roundabouts or other open spaces created within a streetscape.
- Coordinate with the City of Murfreesboro Parks and Recreation, Planning, and Transportation Departments to identify locations in urban and mixed-use development sites that would serve as good potential pocket parks and places of formal open space to accommodate streetscape amenities and public art.
- High density mixed-use developments shall incorporate public pocket parks or plazas as part of their open space. Open space shall be allowed to count toward formal open space requirements.
- Maintenance of street furnishings and art may require maintenance agreements between the City and adjacent property owners (public/private partnership).
- Encourage the incorporation of pocket parks or neighborhood parks in the design of single-family subdivisions.

#### Standards:

##### Infill & Adaptive Reuse:

- Consideration may be given to eliminate pocket park, plaza, or fee in lieu of requirements for infill or adaptive reuse sites if the City Planning Director and Planning Commission determines it is not in context with surrounding conditions.



*Public Art Opportunities*



*Public Art Opportunities in a Pocket Park*



*Public Art Opportunities*



*Streetscape with Pedestrian Amenities*



# F. TRANSIT STOPS

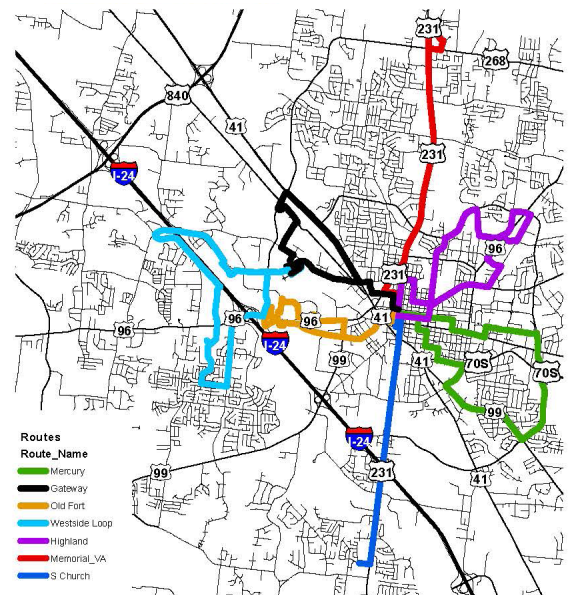


Typical Transit Stop

**Objective:**  
Account for the incorporation of transit stops as an integral part of the streetscape.



Murfreesboro's "Rover" Public Transit



Rover System Map

## NEW DEVELOPMENT

**Guidelines:**

1. Locate along arterials and collectors and designated mass transit routes as required by the City Transportation, Engineering and Planning Departments..
2. Provide adequate area, turning movements and widths for pullouts.
3. Provide sidewalks to connect to existing or proposed street sidewalk system.
4. Provide appropriate amenities to accommodate anticipated uses.
  - The need for Benches, Trash receptacles, Lighting, & Shelters should be evaluated in collaboration with the City Transportation, Engineering and Planning Departments.

**Standards:**

- If a site is adjacent to public Right-Of-Way that has a designated mass transit route, as established by the City or Murfreesboro Rover System Map, a designated pick up and drop off location shall be included in Site Design Requirements.
- Facilities built in public R.O.W. will be maintained by the City and facilities built on private property shall be maintained by the owner.
- Design Requirements shall include an established pedestrian access route from the main building entrance to a designated Rover pick up and drop off point and an area graded at level with the adjacent street to accommodate benches.
- Design criteria shall be reviewed by the City and be subject to variation depending on specific site conditions.
- Concrete pad, benches, and shelters shall be installed by the city if it is determined to be an appropriate and desirable location.

A. DESIGN PRINCIPLES

B. STREET TYPES

C. CONNECTIVITY

D. TRAFFIC CALMING

E. PUBLIC STREETScape TREATMENT

F. TRANSIT STOPS

G. SERVICE DELIVERY CAPABILITY

G. SERVICE DELIVERY CAPABILITIES

A. DESIGN PRINCIPLES

B. STREET TYPES

C. CONNECTIVITY

D. TRAFFIC CALMING

E. PUBLIC STREETSCAPE TREATMENT

F. TRANSIT STOPS

G. SERVICE DELIVERY CAPABILITY

**Objective:**

To accommodate the unobstructed movement of service and emergency vehicles and provide adequate access options for emergency conditions.

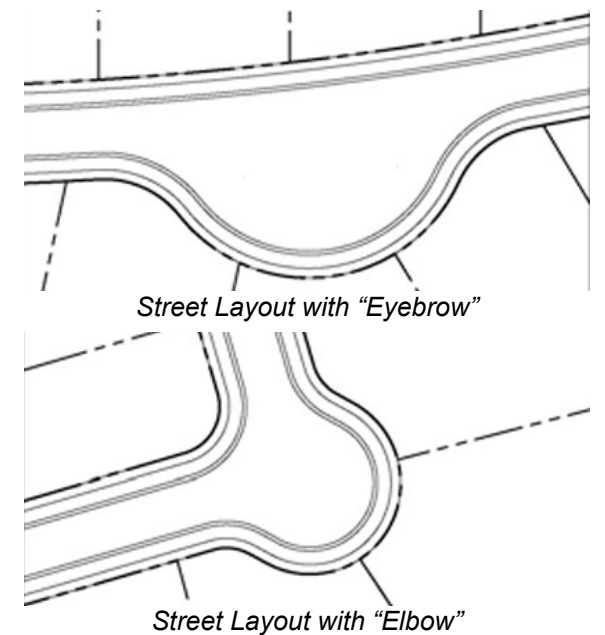
NEW DEVELOPMENT

**Guidelines:**

1. Street Obstructions:
  - The utilization of “eyebrows” or “elbows” in street design shall only be permitted with adequate design for emergency vehicle and access for city services.
2. Utility Service Access:
  - Provide pedestrian and vehicular (where necessary) access to various service utility elements (i.e., Pullboxes, meters, transformers, etc.).
3. On-Street Parking:
  - Design and locate on-street parking to avoid conflict with service and emergency vehicle access.
  - Design to provide access to utility appurtenances (fire hydrants).
  - Provide adequate street widths to accommodate service and emergency vehicle movement where designated on-street parking is provided.
  - If provided as part of a development, on-street parking should be adequately striped to provide clear indication of space locations.
4. Service Vehicle Turning Movements:
  - Coordinate with Engineering Department to ensure adequate turning radii at street corners and within alleys.

**Standards:**

1. Street Obstructions:
  - Prohibit the implementation of landscape islands in cul-de-sacs.
  - Except islands specifically approved through site design process by City Planning, Transportation, Engineering, and Urban Environmental Departments.
  - Shall provide adequate turning radii in medians, roundabouts and other traffic calming methods for emergency and service vehicles.
  - Parking in cul-de-sacs shall be prohibited.
2. When street trees are required by ordinance or provided by choice, the following criteria shall apply:
  - Select tree species that are appropriate for type of street applications.
  - Provide adequate clearance by placement of trees within streetscape.
  - Trees shall be limbed up to provide adequate vertical clearance.
    - See Section V. Landscape.
    - Street trees should be selected to allow for pruning of lower limbs to a minimum of 7 ft. clearance over pedestrian ways and 15.5 ft. of clearance over vehicular streets.
  - Refer to City of Murfreesboro Zoning Ordinance for sight distance triangle regulations.



Streetscape with Street Trees, Green Strip, and Sidewalk



Residential Trash Receptacles



Islands in cul-de-sacs can create turning movement problems and parking opportunities that inhibit service delivery capabilities.



# A. DESIGN PRINCIPLES

## GENERAL FRAMEWORK

The design criteria has been developed within the following framework to communicate clear expectations as they relate to design quality for all projects proposed within the City of Murfreesboro. The applicant should review the criteria established with each design element prior to proceeding with the preparation of design plans.

1. **Design principles** have been established to define and reinforce a clear vision that will create a high quality of life.
2. **An objective statement** is made to define the general purpose for the design principle
3. **Guidelines** are established to govern general policies and shape overriding concepts
4. **Design standards** are established to determine specific requirements and details for implementation

## DESIGN PRINCIPLES

Improving site design practices creates a sense of order for the built environment. Developments, both large and small, have a program of elements that must be incorporated into the overall site design to ensure the project's success. These elements should be organized to address the internal functions of the project and the impact on adjacent properties and public realms at the edges or fringes. Compatibility with the existing community is also important when considering site design.

1. Building placement within a site carefully chosen to provide a harmonious and pleasing relationship to the public streets and adjacent properties and structures.
2. Parking is designed to minimize visual impact on public realm.
3. Parking lots are broken into smaller lots to avoid the appearance of a "sea of parking." Design in a manner that allows for efficient connectivity between lots.
4. A network of walks, streets, greenways, etc. are developed to provide connectivity between the various land uses and the public realm.
5. Alternative materials and stormwater facilities are incorporated to mitigate stormwater quality requirements. Stormwater management is approached as an integral part of the site planning process to mitigate stormwater runoff and quality from sites.
6. Natural and historic resources are protected and preserved where feasible.





B. PRESERVATION

- A. DESIGN PRINCIPLES
- B. PRESERVATION
- C. BUILDING/LOT SITING & ORIENTATION
- D. SETBACKS
- E. SERVICE ORIENTATION
- F. PARKING
- G. PEDESTRIAN SYSTEM
- H. ACCESS CONTROL
- I. OPEN SPACE
- J. LIGHTING
- K. UTILITIES
- L. STORMWATER FACILITIES
- M. STORMWATER MANAGEMENT
- N. SERVICE DELIVERY CAPABILITIES

**Objective:**

To preserve and utilize Murfreesboro’s historical and natural assets that contribute to its “sense of place”. These features should be considered during the design process of a project to determine the feasibility of being incorporated into the development.

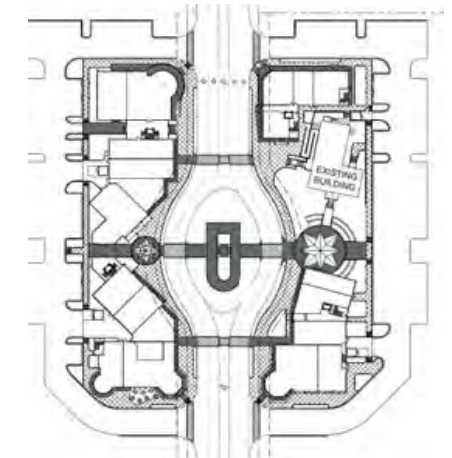
NEW DEVELOPMENT

**Guidelines:**

1. Historical Features
  - The preservation of historical features is encouraged with new development.
  - Consider viewsheds and historical features when incorporating into site plan.
  - New architecture to complement existing historic structures.
2. Natural Resources
  - Inventory features during planning stages
  - Preserve and incorporate into site plan where feasible.
  - When appropriate, provide fencing to protect preserved resources.

**Standards:**

1. Historical Features
  - Historical features are defined as those that are listed on the National Register of Historic Places.
  - Locate historical features on Site Plans and identify an approach to integrate into new development
2. Natural Resources
  - Natural Resources include drainage courses, sinkholes, wetlands, and mature stands of vegetation, historic trees and historic landscapes.
  - Adhere to federal and state regulations relative to protection and preservation all natural resources.



*Incorporate historic structures into design*



## C. BUILDING/LOT SITING & ORIENTATION

**Objective:**

To site and orient lots and buildings to establish an architectural presence that has a harmonious and pleasing relationship to the public street and adjacent development.



*Orientation of building facade to street*



*Commercial Building Orientation at Corner Lot*



*Buildings Oriented to Address Street*

**Guidelines:**

- The orientation of buildings shall be considered an integral and crucial part of the site planning process. Views to and from roadways, surrounding parcels and significant existing or proposed site features should incorporate into the siting of building(s) to limit any potential negative impacts while taking advantages of any benefits.

**NEW DEVELOPMENT**

**Standards:**

1. Non-Residential Building
  - Site primary mass of building parallel to public street.
  - Orient primary facade to address public thoroughfare.
  - Orient physical entrance to address public thoroughfare. Entrance can be oriented in other direction with appropriate architectural treatment along the public thoroughfare.
  - All facades facing streets to have architectural material treatment that is consistent with primary facade.
  - Rear facade shall not face primary facade of an adjacent building unless it is adequately screened or contains architectural treatment that is consistent with primary facades. Adequate screening shall be equivalent to a Type "C" Buffer as established in the current City of Murfreesboro Zoning Ordinance (Section 27 Landscape & Screening). In new development that establishes an urban form and in areas where an urban form has been established on adjoining properties, buildings shall be oriented on public streets with parking along side or rear.
2. Multi Family Buildings
  - Designed and sited to address the thoroughfare and/or private road.
  - Design architecture addressing the public street and/or private road as the primary facade.
  - End units will be permitted to face public street and/or private roads with architectural material treatment that is consistent with primary facade.
  - Rear facade along streets will be permitted where year round screening is provided. Adequate screening shall be equivalent to a Type "C" Buffer as established in the current City of Murfreesboro Zoning Ordinance (Section 27 Landscape & Screening).

**Infill & Adaptive Reuse:**

- Building orientation and primary facade placement for infill and adaptive reuse shall be evaluated within the context of existing buildings and surrounding development.

- A. DESIGN PRINCIPLES
- B. PRESERVATION
- C. BUILDING/LOT SITING & ORIENTATION
- D. SETBACKS
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- M. STORMWATER MANAGEMENT
- N. SERVICE DELIVERY CAPABILITIES



D. SETBACKS

- A. DESIGN PRINCIPLES
- B. PRESERVATION
- C. BUILDING/LOT SITING & ORIENTATION
- D. SETBACKS**
- E. SERVICE ORIENTATION
- F. PARKING
- G. PEDESTRIAN SYSTEM
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- L. STORMWATER FACILITIES
- M. STORMWATER MANAGEMENT
- N. SERVICE DELIVERY CAPABILITIES

**Objective:**

Ensure that setbacks are utilized and designed to maximize the building's visual relationship to the public realm. Setbacks should be reviewed with each development relative to how they are utilized to reinforce a design concept.

NEW DEVELOPMENT

**Guidelines:**

For development in urban areas, mixed-use developments and planned developments the following guidelines should be considered.

1. Establish maximum building setbacks at Major intersections for commercial uses to establish architectural edge.
  - Major intersection defined as:
    - Intersection of two arterials
    - Intersection of an arterial and collector
    - Intersection of two collectors
2. Reduce minimum setbacks for Residential Developments incorporating Traditional Neighborhood Design and New Urbanism Design approaches.
3. Establish build-to lines in Urban Districts and mixed-use developments to create a consistent relationship of architecture to the street.
4. Allow for some variations in building setbacks to create interest along urban streetscapes. Variations shall be within 10 feet to keep within character of surrounding buildings.

**Infill & Adaptive Reuse:**

- Variations to setbacks shall be considered for infill & adaptive reuse in neighborhoods that have established setbacks that vary from current zoning requirements.

**Standards:**

1. Setbacks shall accommodate potential future right-of-way as established in the Murfreesboro Major Thoroughfare Plan and right-of-ways established in Murfreesboro's Subdivision Regulations.

**Infill & Adaptive Reuse:**

- Variations to setbacks shall be considered for infill & adaptive reuse in neighborhoods that have established setbacks that vary from current zoning requirements.



*Setbacks for Traditional Neighborhood Design*



*Mixed-Use Buildings with Reduced Front Setback*



*Architectural Edges at Major Intersections*



*5' to 10' Setback Variation to Buildings*

## E. SERVICE FACILITIES ORIENTATION

**Objective:**

Orient service facilities and elements so that they are functional but also hidden from public view.



*Dumpster Located at Rear of Property*



*Dumpster Screening*



*Commercial Services at the Rear of Buildings*

### NEW DEVELOPMENT

**Guidelines:**

- All developments need to consider the requirements for service areas and solid waste management in the site design process.
- Encourage utilizing arrangement of building to create internal service courtyards.

**Standards:**

1. Service Loading & Storage Areas
  - Shall be orientated to the side or rear of properties and incorporated into the building design.
  - Orientation toward primary facade of adjoining buildings shall not be permitted
  - Shall not be oriented toward I-840 or I-24 unless existing vegetation and topographic conditions or a Type 'C' Buffer provides year round screen.
2. Dumpster/Refuse Collection for Commercial / Multi-family
  - Located in designated service areas for non-residential development
  - Require central/private refuse collection for multi-family developments containing 15 units or more, unless otherwise approved by the City's Planning Director in accordance with the currently approved City of Murfreesboro Zoning Ordinance (Section 18 Regulations of Applicability (D) Solid Waste Management).
  - Shall not be located between the building facade and street.
  - Private streets shall not be served by city waste disposal / refuse collection services unless otherwise approved by the City Solid Waste Director and Planning Director.
  - All dumpster / refuse collection areas shall be enclosed with a masonry wall that is a minimum of one foot in height taller than the top of the refuse container used for collection as well as matches the color and materials of the building with a base and cap.
3. Outdoor Storage & Display
  - Shall not be located in designated parking stalls.
    - Allowed with site plan so long as meets minimum parking, access, landscape, or sidewalks.
  - Shall be screened from public and adjoining property view.

A. DESIGN PRINCIPLES

B. PRESERVATION

C. BUILDING/LOT SITING & ORIENTATION

D. SETBACKS

E. SERVICE ORIENTATION

F. PARKING

G. PEDESTRIAN SYSTEM

H. ACCESS CONTROL

I. OPEN SPACE

J. LIGHTING

K. UTILITIES

L. STORMWATER FACILITIES

M. STORMWATER MANAGEMENT

N. SERVICE DELIVERY CAPABILITIES



F. PARKING

- A. DESIGN PRINCIPLES
- B. PRESERVATION
- C. BUILDING/LOT SITING & ORIENTATION
- D. SETBACKS
- E. SERVICE ORIENTATION
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- M. STORMWATER MANAGEMENT
- N. SERVICE DELIVERY CAPABILITIES

**Objective:**

To reduce the visual impact of parking while still accommodating the on site and functional parking needs.

NEW DEVELOPMENT

**Guidelines:**

1. Reduce visibility of parking in non-residential and multi-family developments with site plan design that minimizes visual impact.
  - Encourage portions of parking to be located to the side and/or rear of buildings to minimize exposure to public view.
  - Organize and utilize buildings on multi-building sites to screen parking from public streets.
2. Incorporate landscape islands, pedestrian connections, and stormwater features as part of parking lot design considerations.
  - Permit on-street parking as part of the streetscape in urban and high density, mixed use development to supplement off-street parking.
  - Incorporate landscape islands in on-street parking to break up spaces and provide pedestrian access.
  - Consider good pedestrian connection routes from parking areas to building entrance locations
  - Consider integrating stormwater treatment and water quality improvement through the use of bio-swales and porous paving applications.
3. Incorporate efficient design considerations for high density and mixed-use developments.
  - Provide designated parking spaces for visitors within the development.
  - Locate visitor spaces in designated on-street spaces, off-street lots or within spaces along designated alleys.
  - Consider shared parking where development has complimentary uses and shared parking agreements can be utilized between properties.
  - Consider parking garages that can be utilized toward meeting parking requirements for several sites and general public parking requirements.
  - Encourage electric vehicle charging station parking.

**Standards:**

1. Utilize walls, berms and/or evergreen plantings to screen parking from right-of-way.
2. Minimize extent of parking exposed to public right-of-way on corner lots of 1 acre or less with maximum of one double loaded parking bay between the building and street.
3. Reduce scale of non-residential parking lots.
  - Break parking lots into smaller sub-lots, with efficient connectivity containing no more than 200 parking spaces utilizing linear landscape islands with 20' minimum width.
4. Parking lot space use in non-residential developments.
  - Any temporary structures, outdoor storage or displays in parking lots shall be approved by the Planning Director or Board of Zoning Appeals.
  - Outdoor storage areas shall not be located between the street and building areas. Permanent storage shall also be screened from public and adjoining property view.
5. The design of surface parking shall be carefully considered to minimize the visual impact on surrounding streets and developments. In order to accomplish this, the following standards shall apply:
  - Number of parking spaces and size of spaces required shall meet the requirements specified in Section 26 and Chart 4 of the Murfreesboro City Zoning Ordinance.
  - Shared parking between developments shall be allowed and will be encouraged for sites containing two or more buildings having complimentary parking requirements. Shared accesses are encouraged between different sites via cross access agreements. Approved shared parking or access plans may allow waiver of other applicable design requirements as outlined in Section 24, GDO, of the current City of Murfreesboro Zoning Ordinance.
  - For every two hundred parking spaces a minimum of one 20' wide landscape strip that runs the length of the parking bay shall be provided to divide the parking spaces into sub parking lots. The landscape strip may be reduced to 15' wide if there are no utilities, sidewalk, or light fixtures in the island (See Figure V-3 in the current City of Murfreesboro Zoning Ordinance). Breaks may be allowed if approved by City Planning Director or City Engineer.



Large parking lot separated by planting islands



Maximum of one double loaded parking aisle between street and building



Parking lot with wide linear landscaping



Bulk storage for retail store located in the parking lot

# G. PEDESTRIAN SYSTEM



*Pedestrian Bulb*



*High-Intensity Pedestrian Activated Crosswalk and Signal*

**Objective:**

Provide a functional, logical and connected system of sidewalks that establishes a safe, unobstructed means of transportation to promote and encourage pedestrian use.

**NEW DEVELOPMENT**

**Guidelines:**

1. Design for connectivity
  - Provide pedestrian connections between developments.
  - Provide pedestrian connections to public sidewalks.
  - Connect buildings on multi-building sites.
  - Provide pedestrian connections to amenity features.
  - Connect to greenways where they are available.
  - Provide pedestrian connection from parking lots to building entrances.
  - Connect to transit stop locations.
2. Provide adequate widths to account for anticipated pedestrian traffic.
  - Provide a minimum unobstructed width of 5'.
  - Design walks and pedestrian plazas in urban or mixed use areas to accommodate potential gathering spaces and increased pedestrian activity.
3. Provide appropriate signage and markings for pedestrian crossings.
  - Pedestrian bulbs
  - Striped crosswalks
  - Raised crosswalks
  - Pavement material changes

**Infill & Adaptive Reuse:**

- Shall be the same for Infill & Adaptive Reuse
- Residential sidewalks should maintain a minimum width of 5'
- Commercial sidewalks should maintain a minimum width of 6'
- Urban sidewalks should try to maintain a width of 6' to 12' depending on surrounding density
- Multi-use paths should maintain a minimum width of 12'

**Standards:**

1. All sidewalks shall provide a minimum of 5' unobstructed width
2. Sidewalks adjacent to parking stalls that allow car overhang onto the sidewalk shall be a minimum of 7' in width.
3. Sidewalks shall be developed to connect with adjacent properties and developments in order to promote and reinforce pedestrian connectivity. Sidewalks shall connect building entries within and between developments and should connect the site to the public right-of-way.

- A. DESIGN PRINCIPLES
- B. PRESERVATION
- C. BUILDING/LOT SITING & ORIENTATION
- D. SETBACKS
- E. SERVICE ORIENTATION
- F. PARKING
- G. PEDESTRIAN SYSTEM
- H. ACCESS CONTROL
- I. OPEN SPACE
- J. LIGHTING
- K. UTILITIES
- L. STORMWATER FACILITIES
- M. STORMWATER MANAGEMENT
- N. SERVICE DELIVERY CAPABILITIES



H. ACCESS CONTROL

- A. DESIGN PRINCIPLES
- B. PRESERVATION
- C. BUILDING/LOT SITING & ORIENTATION
- D. SETBACKS
- E. SERVICE ORIENTATION
- F. PARKING
- G. PEDESTRIAN SYSTEM
- H. ACCESS CONTROL
- I. OPEN SPACE
- J. LIGHTING
- K. UTILITIES
- L. STORMWATER FACILITIES
- M. STORMWATER MANAGEMENT
- N. SERVICE DELIVERY CAPABILITIES

**Objective:**

Provide access that is functional and effective without causing congestion along Murfreesboro thoroughfares.

NEW DEVELOPMENT

**Guidelines:**

1. Provide functional and effective on and off-site circulation at points of ingress and egress.
  - All drives and driveways shall be concrete, asphalt, pavers or other hard dustless surface and account for full in-and-out egress unless specified as one-way.
  - Provide functional widths that account for anticipated traffic volumes.
  - Consider access to adjacent development and access that is across public and private streets.
  - Incorporate radii returns that accommodate service and emergency vehicles.
  - Provide safe and handicap accessible pedestrian crosswalks.
2. Minimize traffic congestion by reducing points of conflict.
  - Encourage shared access drives.
  - Provide cross access easements between developments.

**Standards:**

1. All access points shall be designed in compliance with the currently approved Zoning Ordinance, Subdivision Regulations, and Street Design Standards.



*Common access easements are utilized along arterials and internally to minimize points of conflict along streetscape*

# I. OPEN SPACE

**Objective:**

To provide open space that contributes to the environmental quality and aesthetic appearance of the community and creates recreation opportunities.



**Guidelines:**

1. Open space should provide visual, aesthetic, environmental, and recreational value to a site.
2. Open space should be suitably improved for its intended use, but open space containing natural features worthy of preservation may be left unimproved. Any buildings, structures or other improvements to be located in the open space should be appropriate and should conserve and enhance the amenities of the open space having regard to its topography and the intended function of the open space.
3. Adequate provision should be made for continued maintenance of open space or common elements in a manner which assures its maintenance and use for its intended purpose.



## NEW DEVELOPMENT

**Standards:**

1. Exemptions from all open space requirements
  - Central Business District
  - Maney Avenue Study Area
  - Main Street Revitalization Area
  - Rapid Transit Development
  - RS 10, RS 12 and RS 15 Zoning Districts
  - City Core Overlay
  - North Highlands
  - Historic Bottoms
  - E. Main Street Local Historic Designation
  - E. Main Street National Register Historic District
  - N. Maney Ave. National Historic District
2. General Requirements
  - A minimum of twenty percent (20%) open space shall be required on each site;
  - All landscape areas or natural areas greater than two hundred square feet may constitute open space; and,
  - Phased developments shall provide the required minimum twenty percent (20%) open space with each phase.
3. Formal Open Space Requirements
  - Each site shall be required to contain formal open spaces which may be part of the open space required as described above. Formal open space is defined as planned and structured areas, including formally designed landscape areas, streetscape furnishings, plaza areas, recreational improvements and street improvements. Following are general requirements for these spaces.
    - Multi-Family Residential developments shall provide one or more formal open spaces equal to five percent (5%) of the site's developable area. A minimum area of five thousand square feet shall be required for any formal open space and may include hardscape improvements, street furnishings and amenity structures (i.e., gazebos, arbors, bandshells, etc.). However, individual lots in a subdivision for single family residential lots shall not be required to provide formal open space on each lot as described in this subsection; and,
    - Commercial / office and mixed-use developments, which exceed five acres or forty thousand square feet of floor area, shall provide one or more formal open spaces equal to three percent (3%) of the site's developable area and shall contain no less than two thousand five hundred square feet in each formal open space.
    - Industrial uses are exempt from formal open space requirements.

- A. DESIGN PRINCIPLES
- B. PRESERVATION
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- N. SERVICE DELIVERY CAPABILITIES



I. OPEN SPACE, CONTINUED

- A. DESIGN PRINCIPLES
- B. PRESERVATION
- C. BUILDING/LOT SITING & ORIENTATION
- D. SETBACKS
- E. SERVICE ORIENTATION
- F. PARKING
- G. PEDESTRIAN SYSTEM
- H. ACCESS CONTROL
- I. OPEN SPACE
- J. LIGHTING
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- M. STORMWATER MANAGEMENT
- N. SERVICE DELIVERY CAPABILITIES

**Objective:**

To provide open space that contributes to the environmental quality and aesthetic appearance of the community and creates recreation opportunities.

NEW DEVELOPMENT

**Guidelines, continued:**



**Neighborhood Parks:**

- Typically between 5 - 20 acres.
- Should be located between a 1/4 - 1/2 mile from the majority of the units in a development, and should be tailored to the needs of the surrounding neighborhood
- Should have spaces for active recreation as well as passive recreation

**Mini Parks:**

- Typically less than 1 acre
- Typically found in denser neighborhoods
- Typically have a service area of 1/4 mile or less
- "Tot Lots" type of pocket park providing amenities for small children

**Infill & Adaptive Reuse:**

- Consideration shall be given to reduce or eliminate open space requirements for infill and adaptive reuse projects if limited space and/or connections to open space amenities is restricted by existing conditions. A formal landscape application to the main building entrances should be considered in place of open space requirements.

**Standards, continued:**

- Commercial lots under 5 acres, formal open space shall be a minimum 2,000 sf.
- 4. Residential development requirement
  - Active area requirements:
    - The following minimum of total site area shall be provided in the form of active open space based on Dwelling Units per Acre (DUA):

Density	Active Area Required
6-8 DUA	3%
8 DUA or greater	4%

- Active areas are defined as:
  - Structured Recreation Areas, Trail areas, Pocket parks, Village greens, Amenity centers, & Playgrounds.
- To help provide active areas that are accessible via walking, the following chart indicates the minimum number of active areas required based on the development size.

Acreage	Number Required
*25 Acres	1
50-100 Acres	2
Greater than 100 Acres	3

*\* Developments less than 25 acres are exempt from providing active areas.*

- Active area shall be sized appropriately to accommodate the activity proposed for the space.
- Sites requiring one designated active area shall be located centrally on the site, when feasible.
- Consideration for other locations will be given based on merit of design and attempt to locate recreation areas in existing natural areas intended for preservation.
- Active areas on sites requiring multiple areas shall be dispersed throughout the development to serve various parts of the development.
- No more than 25% of the active area shall be paved. Exceptions will apply to amenity centers containing pools and other hardscape elements.
- Active areas can be designed for passive or active recreation. Large contiguous spaces that provide unstructured recreation opportunities can be counted towards recreation area requirements.
- All active and general open space shall be located in designated open space to be maintained by a homeowners association.

**Infill & Adaptive Reuse:**

- Consideration shall be given to reduce or eliminate open space requirements for infill and adaptive reuse projects if limited space and/or connections to open space amenities is restricted by existing conditions. A formal landscape application to the main building entrances should be considered in place of open space requirements.



	25-49 Acres	50-100 Acres
Density: 6-8 D.U.A.	150 - 200 Units 3/4 Acres - 1.5 Acres Open Space	400 - 800 Units 1.5 Acres - 3 Acres Open Space
Density: 8 D.U.A. or greater	200 - 400 Units 1 Acres - 2 Acres Open Space	400 - 800 Units 2 Acres - 4 Acres Open Space



# J. LIGHTING

**Objective:**

Provide lighting that complements the development with minimum adverse impact on adjacent properties.

**Guidelines:**

Lighting should satisfy the objectives of security while creating a visually pleasing environment,

**Standards:**

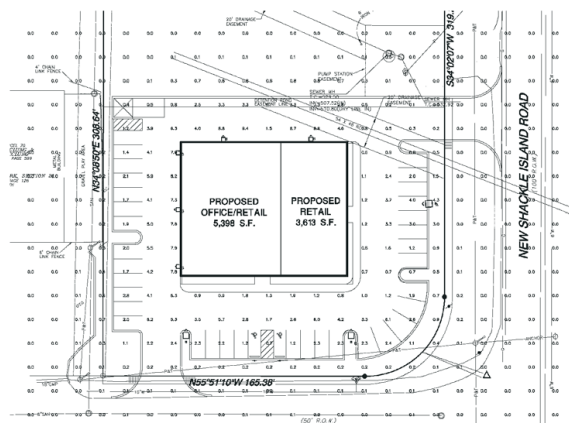
Lighting plans that include a photometric plan shall be submitted with each new commercial, industrial, and multi-family development prior to a building permit being issued.



1. Provide sufficient lighting level to ensure public health safety and welfare.
2. Directed to remain on-site with minimum light spillage.
3. Use of energy efficient lighting, like LED fixtures, shall be encouraged.
4. Light pole locations shall be coordinated with landscape plan to minimize conflicts.
5. Consider pedestrian scale lighting in areas with significant pedestrian traffic.
6. Down lighting shall be emphasized while limiting spotlights.
7. Walkways and parking areas as well as non-defensible public spaces should be adequately lighted.
  - All site lighting shall comply with the current City of Murfreesboro Zoning Ordinance (see Section 18. Regulations of General Applicability (G) Site Lighting) and Sections 21 and 24).
  - All proposed light fixtures shall be located on landscape plans to prevent conflicts with canopy and ornamental trees.
  - A minimum of 10' of separation shall be provided between light fixtures and canopy trees.
  - In multi-family developments, exterior lighting levels for parking and walkways shall be a minimum of 1/2 foot candle. Lighting shall be even, and "hot" spots are to be avoided. Switched light fixtures under the control of residents may not be used in the foot-candle calculation. All designs should consider the character and location of the development.



Commercial Lighting to be Designed with Minimal Off-site Glare



Photometric Plans Required with Site Plan Review / Approval



Example of Accent Lighting

- A. DESIGN PRINCIPLES
- B. PRESERVATION
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- N. SERVICE DELIVERY CAPABILITIES



K. UTILITIES

- A. DESIGN PRINCIPLES
- B. PRESERVATION
- C. BUILDING/LOT SITING & ORIENTATION
- D. SETBACKS
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**Objective:**

Ensure that utilities are designed to be functional with minimal visual exposure to the public.

NEW DEVELOPMENT

**Guidelines:**

1. Above ground utility appurtenances shall be consolidated when possible to minimize visual impact.
2. Potential locations of utility boxes, pedestals and pads should be coordinated with utility companies as early as possible in the site design process.
3. Proper access to all utilities should be considered as early as possible in the site design process.
4. Utility boxes, gas and electrical meters, mechanical equipment and other utility fixtures that are above ground should be designed as part of site plan to minimize exposure to public view.
5. Coordinate utility location and required perimeter planting yard: be flexible with plant type

**Infill & Adaptive Reuse:**

- Infill and adaptive reuse projects may have flexibility regarding placement of utilities underground if existing site infrastructure would be greatly impacted by trenching and underground installation.

**Standards:**

- All mechanical equipment (ground transformers, meters, etc.) shall be located to minimize public views.
- Roof mounted equipment shall be concealed from public views through roof design, architecture, integrated equipment wells and parapets.
- Proposed locations of utility boxes, pedestals, and pads should be identified as closely as possible on Site Layout and Landscape Plans.
- All site utilities shall be installed underground in accordance with the current City of Murfreesboro Zoning Ordinance and Subdivision Regulations except as approved by the Murfreesboro Planning Commission or City Engineer.
- All utility infrastructure placement shall be designed to provide adequate sight distance at intersections and access points to public and private drives.
- Location of utility poles, meters, pull boxes, transformers and other utility fixtures and structures shall be coordinated with driveway, sidewalk and potential street tree locations.
  - Coordination of this issue will need to be reviewed under the site plan standards for commercial developments
- Re-purified water system shall be extended where it is determined to be available and practical relative to potential use.
- Screening and locations of all utility structures shall comply with the current City of Murfreesboro Subdivision Regulations
- Access to all utility pads and boxes shall be maintained in accordance with utility company requirements.
  - Minimum 12' clearance on the front with minimum 5' clearance on the sides and rear.
- Placement of fencing, landscape, water quality feature, or signage within utility easement shall require a signed agreement with the City and/or the governing utility district.
- All utility design shall reference Murfreesboro Water & Sewer Policies, Procedures & General design Requirements, Standard Specification for Water, Sewer and Repurified Water Construction and Chapters 29 and 33 of the City Code.

**Infill & Adaptive Reuse:**

- Infill and adaptive reuse projects may have flexibility regarding placement of utilities underground if existing site infrastructure would be greatly impacted by trenching and underground installation.
- Placement and screening of utilities on sites/buildings undergoing adaptive re-use shall consider existing limitations that would make it difficult and/or costly to place utilities underground along the public streetscape. In this case the City Planning Director and Planning Commission shall have the flexibility to eliminate some or all of the screening requirements.



# L. STORMWATER FACILITIES

**Objective:**

Incorporate storm water management controls as multi-purpose and aesthetic features of the site design and design sites with a fully integrated approach for the management of water quantity and quality.



*Natural Waterways need Protection*



*Pond as an Amenity*



*Retention Pond in Open Space*

## NEW DEVELOPMENT

**Guidelines:**

1. Use existing hydrology as a framework for site design and preserve the natural drainage system insofar as practicable. Site design should consider protection of natural drainage-ways a priority. Structural storm water controls should be implemented only after all site design and nonstructural options have been exhausted.
2. Storm water quality and control facilities, when not located within paved areas or underground, should be located in designated open spaces.
3. Unless designed as an amenity feature or as an integral part of the landscape and/or open space, stormwater detention facilities should be located to minimize exposure to surrounding property owners and public roads.
4. Retention and detention facilities utilized for stormwater management should be designed to function as aesthetically pleasing environmental features.
5. Design principles and technical guidance is provided by the City of Murfreesboro reference documents, found on the City of Murfreesboro's website at [murfreesborotn.gov](http://murfreesborotn.gov):
  - Stormwater Planning and Low Impact Design Guide
  - Stormwater Controls Manual

**Standards:**

- All stormwater facilities shall comply with the City of Murfreesboro Zoning Ordinance, Murfreesboro's Stormwater Quality Standards and Stormwater Management Ordinance.
- A stormwater maintenance agreement shall be required with the implementation of water quality and storm drainage facilities.

- A. DESIGN PRINCIPLES
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- N. SERVICE DELIVERY CAPABILITIES



M. STORMWATER MANAGEMENT

- A. DESIGN PRINCIPLES
- B. PRESERVATION
- C. BUILDING/LOT SITING & ORIENTATION
- D. SETBACKS
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- L. STORMWATER FACILITIES
- M. STORMWATER MANAGEMENT
- N. SERVICE DELIVERY CAPABILITIES

**Objective:**

To make developers and consultants aware of storm water management ordinance and requirements.

NEW DEVELOPMENT

**Guidelines:**

1. Design principles and technical guidance is provided by the City of Murfreesboro reference documents:
  - Stormwater Planning and Low Impact Design Guide
  - Stormwater Controls Manual

**Standards:**

- All stormwater facilities shall comply with the City of Murfreesboro Zoning Ordinance, Murfreesboro’s Stormwater Quality Standards and Stormwater Management Ordinance.



*Bio-Swale*



*Infiltration Trench*



*Bio-Swale w/ Bioretention*



*Wetlands*

# N. SERVICE DELIVERY CAPABILITIES

**Objective:**

Ensure that a site is designed to consider the movement of service and emergency vehicles and personnel throughout the site.

NEW DEVELOPMENT	
<p><b>Guidelines:</b></p> <ol style="list-style-type: none"> <li>1. Provide clear access routes for refuse pickup and emergency vehicle circulation.</li> <li>2. Provide adequate pavement design for service areas and refuse access routes.</li> <li>3. Provide service access for utility equipment.</li> </ol>	<p><b>Standards:</b></p> <ul style="list-style-type: none"> <li>• All cul-de-sacs, alleys, private streets, and service drives shall be designed in accordance with the current City of Murfreesboro Zoning Ordinance, Subdivision Regulations, and Street Design Specifications.</li> </ul>

- A. DESIGN PRINCIPLES
- B. PRESERVATION
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- N. SERVICE DELIVERY CAPABILITIES



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# A. DESIGN PRINCIPLES

## GENERAL OVERVIEW

The design criteria has been developed within the following framework to communicate clear expectations as they relate to design quality for all projects proposed within the City of Murfreesboro. The applicant should review the criteria established with each design element prior to proceeding with the preparation of design plans.

1. **Design principles** have been established to define and reinforce a clear vision that will create a high quality of life.
2. **An objective statement** is made to define the general purpose for the design principle
3. **Guidelines** are established to govern general policies and shape overriding concepts
4. **Design standards** are established to determine specific requirements and details for implementation

## DESIGN PRINCIPLES

The City of Murfreesboro has established minimum landscape requirements to improve the overall aesthetic quality and environmental health of Murfreesboro. A well-designed landscape plan creates a pedestrian friendly and human scale environment. Landscaping softens an urban environment, decreases the impact of large parking areas, screens undesirable site service areas, buffers between non-compatible land uses, and improves the general look and feel of a community. Landscape functions to preserve and enhance the environmental qualities of a site. Good landscape design will provide a high quality of life and further define Murfreesboro's character.

1. Open space is established to help preserve natural land features, accommodate storm drainage systems, establish community recreation areas and create formal outdoor pedestrian realms.
2. Landscape edges are established along streetscapes and perimeter yards to provide structural transitions to adjacent land uses and developments.
3. Plantings along buildings and sidewalks are established to create a pedestrian scaled environment and compliment the area's architecture.
4. Landscape plantings are established to create visual and structural buffers between incompatible land uses and structural elements.
5. Additional landscape material is provided in parking lots to provide shade, reduce the heat island effect and visually break up large expanses of parking.
6. Landscape areas should function to improve the environmental qualities of a site.



*Utilization of planting islands and trees to reduce visual impact of parking*



LANDSCAPE



B. GENERAL REQUIREMENTS

A. DESIGN PRINCIPLES

B. GENERAL REQUIREMENTS

C. SCREENING/BUFFERING

D. FOUNDATION PLANTING

E. RESIDENTIAL STREET FRONTAGE TREES

F. COMMERCIAL STREET FRONTAGE TREES

G. IRRIGATION

H. SERVICE DELIVERY CAPABILITIES

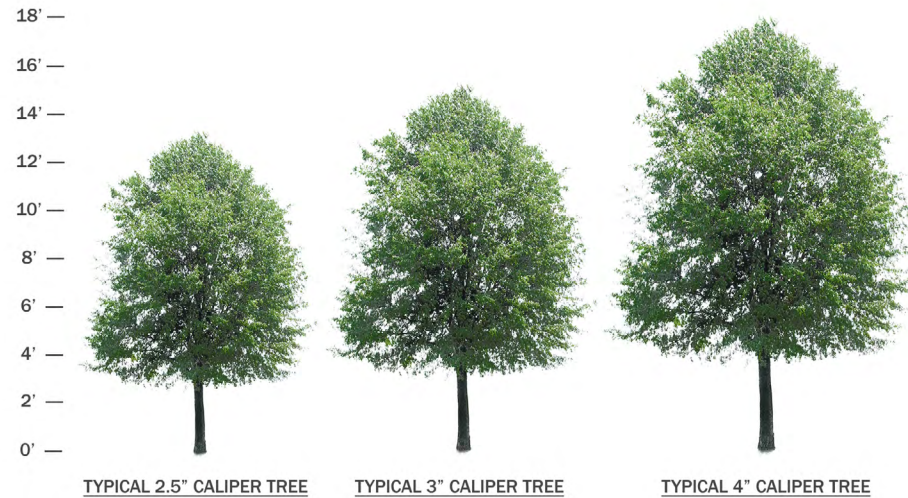
**Objective:**

Embrace the general quality of life and create a sense of place through the implementation of landscape requirements.

NEW DEVELOPMENT

**Guidelines:**

1. The landscape should be designed to enhance the visual and functional relationship between buildings and its surrounding site.
2. The landscape should be designed to enhance views from the public street.
3. The landscape should provide visual cues that direct people to main entrances and access points while screening service areas and utility infrastructure.



**Standards:**

1. Applicable to all uses with the exception of:
  - Single Family Residential
  - Central Business District
  - Maney Avenue Study Area
  - Main Street Revitalization Area
  - North Highlands
  - Historic Bottoms
  - E. Main Street Local Historic Designation
  - E. Main Street National Register Historic District
  - N. Maney Ave. National Historic District
2. For perimeter landscape and parking lot requirements, the following mix of trees shall be required.
  - 10% of trees to be 4" caliper.
  - 15% of trees to be 3" caliper.
  - Remainder of trees shall be the minimum size as established in the Murfreesboro Zoning Ordinance.
  - Different mixes will be considered for urban, new urbanism towncenter and transit oriented developments.
3. Large areas of gravel, pine straw, bark, mulch or bare soil shall be prohibited. Areas shall be landscaped with sod, seed, turf, groundcover or shrubs. Decorative stone may be considered in combination with ground cover and shrubs, but shall not exceed 20% of the required mulch area on site.
  - Surface areas designated for treatment of water quality shall conform to landscape treatments as required under City of Murfreesboro stormwater regulations.
4. A minimum five foot diameter mulch area shall be provided at the base of all trees.
5. Any undeveloped areas that have been disturbed shall be seeded with grass and maintained as lawn.
6. Backfill and finish grade material for all landscape planting areas shall be clean, fertile topsoil that is free of construction debris, rocks and waste material. All landscape islands in parking areas shall contain a minimum of 30" of topsoil.
7. All sites shall be designed in accordance with the current City of Murfreesboro Zoning Ordinance (See Sections 27 Landscaping and Screening and Section 24 Overlay Article III GDO Gateway Overlay).

**Infill & Adaptive Reuse:**

- Infill and adaptive reuse sites may be given flexibility on landscape requirements where existing building and infrastructure limits the size and location of planting beds. Reduction of landscape beds and plantings for one part of the site will be compensated with increased plantings and bed areas somewhere else on the site if possible.



*Landscape bed with Groundcover*



*Drought Tolerant plants*



*Landscape should be layered with well defined edging and mulch on all beds*



C. SCREENING / BUFFERING

**Objective:**

To screen and buffer visually obtrusive elements of a site.



Parking Lot Screened with Plant Material



Screening with Knee Wall and Plant Material



Service Area Screening Wall



Service Area Screening

NEW DEVELOPMENT

**Guidelines:**

- Parking lots should be effectively landscaped to reduce the visual impact of glare, headlights, and parking lot lights, to delineate driving lanes, aid in the control of stormwater runoff and to define rows of parking
- Screening of service areas is to eliminate negative impact and decrease visibility from public rights of way.

**Standards:**

1. Parking lot screening from public right-of-way
  - Provide a minimum 8' wide front landscape yard on all sites.
  - Provide contiguous row of shrubs with 24" minimum height at time of planting that will achieve a minimum of 36" height at full maturity, 5' on center or combination of berm and shrubs (minimum 18" height, 5' on center) planted.
    - Consider 24" min. height at the time of planting to achieve min. 36" height at maturity
    - Berms shall have a maximum of 3:1 slope on berms with a min. 2' level surface on top of the berm
  - Provide 1 shrub per 5 L.F. of landscape yard between parking and R.O.W. Along the parking lot, shrubs shall be spaced to ensure a solid screening of parking areas from the street.
    - Current ordinance specifies shrub spacing based on the type of shrub.
  - A combination of berms & shrubs shall also be allowed to meet the minimum required noted above. In this application, shrubs shall be a minimum of 18" at the time of planting.
  - Reduction in shrubs will be considered with special topographic or existing vegetation conditions.
  - Reduction in front landscape yard will be considered with alternative design solutions (i.e. opaque walls).
2. All service areas to be screened from public and adjacent property owner view.
  - Where no buffer yards required, provide 10' planting yard with 6' tall evergreen trees planted 10' on center.
  - Planting yard can be reduced to minimum landscape yard width required by ordinance with construction of 8' tall opaque masonry wall or vinyl fence.
  - Alternate screening will be considered with wider landscape yards.
  - Screening requirements may be relaxed where proposed service areas back up to existing or proposed service area on adjacent property.
3. Garbage/dumpster collection areas to be screened.
  - Opaque wall/gate on all 4 sides with material that is compatible with architecture.
  - Wall to be 1' taller than dumpster.
  - Provide supplemental evergreen landscape material to soften visual appearance around enclosure walls, with a minimum 24" height of evergreen plant material at the time of planting.

A. DESIGN PRINCIPLES

B. GENERAL REQUIREMENTS

C. SCREENING / BUFFERING

D. FOUNDATION PLANTING

E. RESIDENTIAL STREET FRONTAGE TREES

F. COMMERCIAL STREET FRONTAGE TREES

G. IRRIGATION

H. SERVICE DELIVERY CAPABILITIES



C. SCREENING / BUFFERING, CONTINUED

- A. DESIGN PRINCIPLES
- B. GENERAL REQUIREMENTS
- C. SCREENING / BUFFERING
- D. FOUNDATION PLANTING
- E. RESIDENTIAL STREET FRONTAGE TREES
- F. COMMERCIAL STREET FRONTAGE TREES
- G. IRRIGATION
- H. SERVICE DELIVERY CAPABILITIES

**Objective:**

To screen and buffer visually obtrusive elements of a site.

NEW DEVELOPMENT

**Guidelines, continued:**

**Standards, continued:**

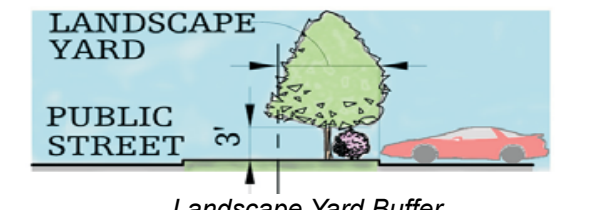
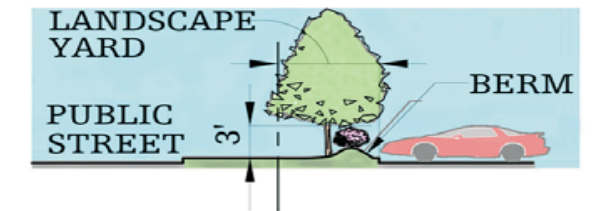
4. Utility appurtenances to be screened.
    - Consider location as part of site plan to minimize visibility from public R.O.W.
    - Group appurtenances together, if feasible, to make treatment more efficient.
    - Utilization of berms, walls, opaque fencing & evergreen landscape material shall be considered to meet screening objectives. Height of screening treatment shall match the height of the appurtenance being screened at time of installation.
    - Maintain service access and drainage in design. Where access is required effort should be made to orient away from public R.O.W.
    - Exceptions of screening shall be allowed for public safety issues such as fire hydrants and other appurtenances that require emergency access.
    - Chain link fencing would not be considered to meet screen or buffering criteria.
  5. Stormwater management areas to be screened.
    - Screening Requirements for Stormwater Management Areas. Stormwater shall be landscaped by use of a combination of vegetation, earth berms, walls, or other landscape materials. Such areas may be planted within the area for stormwater management with appropriate vegetation upon approval by the City Engineer.
    - When stormwater management facilities are co-located within areas also used for the required or optional landscaping, the stormwater management facility must be located, designed, constructed, and operated in such a manner as to not interfere with the landscape required or placed on the site.
    - When stormwater management facilities are required on-site, the landscape plan shall include proper treatment of the stormwater management facilities so that the overall site landscaping and the landscaping of the stormwater management facility are complementary.
    - Screening Requirements for Stormwater Management Areas. Stormwater management areas including detention or retention areas shall be landscaped. Such areas may be planted within the area for stormwater management with appropriate vegetation upon approval by the City Engineer.
- Infill & Adaptive Reuse:**
- Infill and adaptive reuse sites may be given flexibility on landscape requirements where existing building and infrastructure limits the size and location of planting beds. Reduction of landscape beds and plantings for one part of the site will be compensated with increased plantings and bed areas somewhere else on the site if possible.



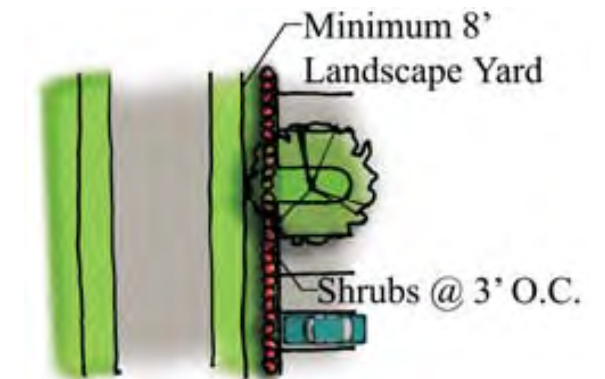
Trash Collection Screened



Utility Boxes Screened



Landscape Yard Buffer



Landscape Yard Buffer

## D. FOUNDATION PLANTING

**Objective:**

Provide foundation plantings that complement the architecture of a building and creates a human scale along the building's edge and pedestrian realm.



Foundation Plantings on a Large Office Building



Foundation Plantings for Multi-Family Residential



Foundation Plantings in Commercial Setting

### NEW DEVELOPMENT

**Guidelines:**

**Standards:**

1. Foundation planting required along all fronts and sides of buildings and any rear portion of buildings visible from public streets.
  - Foundation plantings on corner lots will be given consideration based on surrounding conditions and physical separation from public view.
2. Plant with combination of shrubs and groundcover in consolidated beds and/or planting strips to be effective.
3. Alternative treatment of this requirement will be considered in urban applications.
4. Single Family Residential Development is exempt.
5. Heavy & Light Industrial uses currently exempt with the exception of foundation planting requirement around designated office area
6. Service & loading areas for commercial and offices uses are exempt.

**Infill & Adaptive Reuse:**

- Infill and adaptive reuse sites may be given flexibility on landscape requirements where existing building and infrastructure limits the size and location of planting beds. Reduction of landscape beds and plantings for one part of the site will be compensated with increased plantings and bed areas somewhere else on the site if possible.

A. DESIGN PRINCIPLES

B. GENERAL REQUIREMENTS

C. SCREENING/ BUFFERING

D. FOUNDATION PLANTING

E. RESIDENTIAL STREET FRONTAGE TREES

F. COMMERCIAL STREET FRONTAGE TREES

G. IRRIGATION

H. SERVICE DELIVERY CAPABILITIES



E. RESIDENTIAL STREET FRONTAGE TREES

A. DESIGN PRINCIPLES

B. GENERAL REQUIREMENTS

C. SCREENING/BUFFERING

D. FOUNDATION PLANTING

E. RESIDENTIAL STREET FRONTAGE TREES

F. COMMERCIAL STREET FRONTAGE TREES

G. IRRIGATION

H. SERVICE DELIVERY CAPABILITIES

**Objective:**

Establish trees along Murfreesboro’s residential street frontage as a design element providing environmental and structural benefits to Murfreesboro’s streetscape, when residential street trees are required as part of planned development projects.

NEW DEVELOPMENT

**Guidelines:**

**Standards:**

1. Allow for the incorporation of street trees based on the merit of the design.
  - Consider in the application along streets that incorporate alley loaded products.
  - Consider the application of reverse frontage lots that do not have garage access to the street.
  - Consider incorporation into entrance boulevards and landscape medians.
2. When street trees are incorporated as part of the streetscape, the following provisions and coordination shall be required:
  - 1 tree per 50 feet of street frontage.
  - Provide a minimum 8’ wide planting area. Alternative widths and treatments shall be considered for urban applications.
  - Street trees in R.O.W. to be maintained by the City of Murfreesboro.
  - Street trees outside of the R.O.W. shall be maintained by the Home Owners/Management Association.
  - Street trees shall be installed by the developer or builder at the time that 75% of a projects lots are developed and granted certificates of occupancy. If a project is phased then street trees shall be installed at the completion of 75% of a phase.
  - The developer is responsible for establishment & maintenance of street trees. Sureties will be required.
  - Street trees in R.O.W. shall be located between the walk and curb.
  - The location of the street trees may vary and will be considered based on the merit of the design.
  - The location of the street trees shall be reviewed in context with providing appropriate service delivery capabilities as it relates to vertical and horizontal clearances.
  - The location of the street trees shall be coordinated with the location of utility lines and appurtenances to minimize potential conflicts.
  - All street trees installation shall be done in accordance with the current City of Murfreesboro Tree Management Ordinance.
  - The quality and species of the street trees shall be consistent throughout the streetscape.
  - The species of the street frontage tree shall be approved by the Urban Environment Department.



*Residential Street Tree*



*Street Trees in Multi-Family Residential Setting*

## E. RESIDENTIAL STREET FRONTAGE TREES



**Objective:**

Establish trees along Murfreesboro’s residential street frontage as a design element providing environmental and structural benefits to Murfreesboro’s streetscape. When residential street trees are required as part of planned development projects.



### NEW DEVELOPMENT

**Guidelines:**

**Standards:**

- All street trees shall conform to standard street tree specifications as required by the City of Murfreesboro Urban Environmental Department and listed under landscape designer resources.
- Prior to installation, each individual tree shall be inspected and approved by the Urban Environmental Department.
- In developments with multiple street networks the designer shall use multiple species to avoid a monoculture plant pallet.
- Street trees shall account for sight distance requirements.
- Understory trees shall be considered where overhead utilities exist.
- Permits are required to be obtained from the Urban Environmental Department

**Infill & Adaptive Reuse:**

- Infill and adaptive reuse sites may be given flexibility on landscape requirements where existing building and infrastructure limits the size and location of planting beds. Reduction of landscape beds and plantings for one part of the site will be compensated with increased plantings and bed areas somewhere else on the site if possible.

A. DESIGN PRINCIPLES

B. GENERAL REQUIREMENTS

C. SCREENING/ BUFFERING

D. FOUNDATION PLANTING

E. RESIDENTIAL STREET FRONTAGE TREES

F. COMMERCIAL STREET FRONTAGE TREES

G. IRRIGATION

H. SERVICE DELIVERY CAPABILITIES



F. COMMERCIAL STREET FRONTAGE TREES

A. DESIGN PRINCIPLES

B. GENERAL REQUIREMENTS

C. SCREENING/BUFFERING

D. FOUNDATION PLANTING

E. RESIDENTIAL STREET FRONTAGE TREES

F. COMMERCIAL STREET FRONTAGE TREES

G. IRRIGATION

H. SERVICE DELIVERY CAPABILITIES

**Objective:**

Provide trees along commercial development's street frontage to establish a uniform design element along Murfreesboro's streetscape.

NEW DEVELOPMENT

**Guidelines:**

**Standards:**

1. Commercial development with new public street construction.
  - Commercial street trees are not required unless the developer chooses to install them or they are specifically required by a planned development approach.
  - The establishment of street trees within commercial development with new public street construction will be considered with the following design criteria being established:
    - Street trees shall be planted
      - One tree per 50 ft. of street frontage, excluding access drives
      - Min. 3 inch caliper for shade trees.
      - Ornamental street trees shall only be permitted in the right-of-way as part of median plantings where medians have a minimum width of 20'
      - Min. 2 inch caliper for ornamental street trees.
    - Adequate planting areas shall be provided whether the trees are behind the walk or between the walk and curb. An 8' minimum landscape area between curb and sidewalk is required for trees planted in the right-of-way to allow for utility installation (gas, electric, cable, etc.)
      - Alternative widths and treatments shall be considered for urban applications.
    - Utilities to be located in roadways or easements outside of location of trees to remove conflicts.
    - Maintain proper vertical and horizontal clearance for service delivery.
    - Provide consistent palette in selection of species.
    - Trees to be irrigated by the developer.
    - Trees to be installed by developer.
    - Trees to be maintained by management association or owner if they are outside of the right-of-way.
      - Trees to be maintained by the City of Murfreesboro if they are in public street right-of-way.
      - Sites less than 1.5 acres can be irrigated with hose bibs.
    - In developments with multiple street networks the designer shall use multiple species to avoid a monoculture plant pallet.
    - Street trees shall account for sight distance requirements.
    - Understory trees shall be considered where overhead utilities exist.



Street Trees in an Office Complex



Street Trees in a Commercial Development

F. COMMERCIAL STREET FRONTAGE TREES



Street Trees in Multi-Family Residential Setting

**Objective:**

Provide trees along commercial development's street frontage to establish a uniform design element along Murfreesboro's streetscape.

NEW DEVELOPMENT

**Guidelines:**

**Standards:**

2. The species of the street frontage tree shall be approved by the Urban Environment Department.
3. Street trees shall be planted approximately at one tree per 50 linear feet of street frontage.
  - Trees may be staggered to provide adequate site lines to site views (ie. retail tenants).
4. Street trees may be staggered if site constraints such as steep grades, signage, lighting placement, utility easements, visibility at intersections or other issues that prevent even spacing. Grouping or staggered tree placement shall be reviewed and approved by the City Planning Director and Urban Environmental Department.

**Infill & Adaptive Reuse:**

- Infill and adaptive reuse sites may be given flexibility on landscape requirements where existing building and infrastructure limits the size and location of planting beds. Reduction of landscape beds and plantings for one part of the site will be compensated with increased plantings and bed areas somewhere else on the site if possible.

A. DESIGN PRINCIPLES

B. GENERAL REQUIREMENTS

C. SCREENING/ BUFFERING

D. FOUNDATION PLANTING

E. RESIDENTIAL STREET FRONTAGE TREES

F. COMMERCIAL STREET FRONTAGE TREES

G. IRRIGATION

H. SERVICE DELIVERY CAPABILITIES



G. IRRIGATION

A. DESIGN PRINCIPLES

B. GENERAL REQUIREMENTS

C. SCREENING/ BUFFERING

D. FOUNDATION PLANTING

E. RESIDENTIAL STREET FRONTAGE TREES

F. COMMERCIAL STREET FRONTAGE TREES

G. IRRIGATION

H. SERVICE DELIVERY CAPABILITIES

**Objective:**

Provide underground irrigation to ensure the long-term viability of investment in landscape material

NEW DEVELOPMENT

**Guidelines:**

1. Re-purified water should be utilized and extended where available.

**Standards:**

1. All required landscaping shall be watered by one of the following methods, subject to the Mayor's declaration of a water shortage emergency:
  - For a site of any size an underground or above ground irrigation system; or
  - For a commercial site of less than one and one-half acres (1½) a hose attachment, available for use for irrigation only, located within three hundred feet of all landscaping.
2. Irrigation shall be maintained and repaired by entity that installs the system.
3. As per Zoning Ordinance, lots less than 1.5 acres do not require irrigation.
4. Areas to be maintained in natural state or proposed for renaturalization do not require irrigation. This includes areas defined as future phases in master-planned developments.

**Infill & Adaptive Reuse:**

- Infill and adaptive reuse sites may be given flexibility on irrigation requirements where existing building and infrastructure limits the size and location of planting beds. Reduction of landscape beds and plantings for one part of the site will be compensated with increased plantings and bed areas somewhere else on the site if possible.



# H. SERVICE DELIVERY CAPABILITIES



Residential Trash Receptacles

**Objective:**

To accommodate access requirements of service and emergency departments.

NEW DEVELOPMENT

**Guidelines:**

**Standards:**

1. All site distance triangles shall be maintained.
2. Maintain appropriate clear trunk heights on trees for service and emergency vehicles.
3. When incorporating screening treatment, maintain service access, as required, to utility appurtenances.
4. Street trees shall be controlled to eliminate conflict with trucks and vehicles on roadways and pedestrians on walkways. Street trees shall be selected to allow for pruning of lower limbs to a minimum of 7 ft. clearance over pedestrian ways and 15.5 ft. of clearance over vehicular streets at the time tree matures and canopy extends over street or sidewalk.

A. DESIGN PRINCIPLES

B. GENERAL REQUIREMENTS

C. SCREENING/ BUFFERING

D. FOUNDATION PLANTING

E. RESIDENTIAL STREET FRONTAGE TREES

F. COMMERCIAL STREET FRONTAGE TREES

G. IRRIGATION

H. SERVICE DELIVERY CAPABILITIES



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# A. DESIGN PRINCIPLES

## APPLICATION

This Architectural Design section shall apply to commercial, industrial, and office structures as well as to residential structures containing three or more dwelling units.

## GENERAL OVERVIEW

The design criteria has been developed within the following framework to communicate clear expectations as they relate to design quality for all projects proposed within the City of Murfreesboro. The applicant should review the criteria established with each design element prior to proceeding with the preparation of design plans.

- 1. Design principles** have been established to define and reinforce a clear vision that will create a high quality of life.
- 2. An objective statement** is made to define the general purpose for the design principle
- 3. Guidelines** are established to govern general policies and shape overriding concepts
- 4. Design standards** are established to determine specific requirements and details for implementation

## DESIGN PRINCIPLES

Promoting architectural diversity, variety and quality are essential for long-term and definitive aesthetic improvement to the City of Murfreesboro. A building's architectural expression lays the visual foundation necessary to support the effectiveness of all other key elements. Architectural considerations include size, massing, proportions, rhythm, articulation, transparency, colors, materials and structural expression; these are all key components to be evaluated when designing a building.

The intention of these guidelines is neither to establish a style nor to inhibit stylistic license. It is to create an avenue by which to encourage diverse and cohesive design.



## B. GENERAL CHARACTER

A. DESIGN PRINCIPLES

B. GENERAL CHARACTER

C. HEIGHTS AND SETBACKS

D. BUILDING MASS, SCALE, AND PROPORTION

E. BUILDING COMPOSITION AND RHYTHM

F. TRANSPARENCY, ARTICULATION AND EXPRESSION

G. MATERIALS

H. COLOR

I. ROOF DESIGN

J. PARKING STRUCTURE DESIGN

**Objective:**

To work within the fabric of the community, respecting the scale, palette and texture of neighboring buildings. To create visual interest from both roadway views and pedestrian level.

**NEW DEVELOPMENT**

**Guidelines:**

1. Consideration should be given to size, massing, spatial relationships, organization, architectural style, detail, color and materials.
2. Consideration should be given to compatibility with neighboring buildings.
3. Consideration should be given to exterior appearance to maintain continuity on sites with multiple buildings.

**Infill & Adaptive Reuse:**

- Consideration should be given to the scale, palette and texture of existing neighboring buildings

**Standards:**

1. Design exterior elevations to consider:
  - Appropriate level of interest
  - Relationship of building features.
  - Emphasis on architectural detailing.
  - Identification of function and use of the building
2. Architectural plans or building elevations for buildings 5,000 s.f. or greater shall be prepared by a registered architect licensed in the State of Tennessee.
3. Exception: Some specific buildings, due to their use, location or importance to community, may be monumental in scale and set apart from neighboring structures.



*Respecting character between buildings*



*Visual interest from roadway & pedestrian level*

## C. HEIGHTS AND SETBACKS

**Objective:**

To utilize variations in building heights and frontal planes to create interest, break up massing, and establish scale and rhythm.

**NEW DEVELOPMENT**

**Guidelines:**

1. Avoid long planar design with no breaks in roof line or front wall.

**Infill & Adaptive Reuse:**

- Building entrances may be recessed from established setback lines while the building facade visually maintains the setback.

**Standards:**

1. Adherence to Murfreesboro Zoning Ordinance
2. Adjoining buildings shall not have more than a two story differentiation in heights

**Infill & Adaptive Reuse:**

- Exceptions to height and setback requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance.



*Variations in building heights and frontal planes*

## D. BUILDING MASS, SCALE, AND PROPORTION

**Objective:**

To utilize building massing to establish scale appropriate for location of building.



Utilizing building mass to establish scale



Facade divided into distinct sections



Elements used to reinforce the verticality

### NEW DEVELOPMENT

**Guidelines:**

1. Establish a scale for building which is appropriate for the site.
  - Consider scale of building as viewed from vehicular roadways and from pedestrian level.
  - Consider scale of building relative to nearby structures.

**Standards:**

1. Provide appropriate massing for intended use. Moderate building massing by:
  - Stepping back building height
  - Varying visual height
  - Varying front plane of building
  - Provide breaks in large developments to allow pedestrian connections.
2. The facade of the building shall be divided into distinct sections no more than forty (40) feet in width and each section taller than it is wide. Large expanses of blank walls shall be prohibited.
3. Windows, columns, and other elements shall be used to reinforce the verticality of the facade.

**Infill & Adaptive Reuse:**

- Exceptions to these requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance.

## E. BUILDING COMPOSITION AND RHYTHM

**Objective:**

To establish a design concept that is interesting and balanced with an established pattern of repeated elements.



Defined building entrance



Repeating design elements

### NEW DEVELOPMENT

**Guidelines:**

1. Building facade should incorporate design elements which balance the overall appearance.
2. Symmetry is not required, however extreme variations in elements should be avoided.
3. Repeated elements may be utilized to establish a pattern of rhythm to the facade.

**Infill & Adaptive Reuse:**

- Exceptions to these requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance or where working with existing features may provide the most optimal design solution.

**Standards:**

1. Incorporate cornices, pediments, varying roof lines, windows, entrances and projecting canopies.
2. Incorporate common design elements from adjoining developments where a design concept or style exists. Respect scale, massing and materials of adjacent development.
3. Define the building entrance with appropriate prominence and visibility.
4. On sites with multiple front lot lines, buildings shall orient primary entrance toward street with higher functioning classification.

**Infill & Adaptive Reuse:**

- Building composition and rhythm should complement existing neighboring buildings.

A. DESIGN PRINCIPLES

B. GENERAL CHARACTER

C. HEIGHTS AND SETBACKS

D. BUILDING MASS, SCALE, AND PROPORTION

E. BUILDING COMPOSITION AND RHYTHM

F. TRANSPARENCY, ARTICULATION AND EXPRESSION

G. MATERIALS

H. COLOR

I. ROOF DESIGN

J. PARKING STRUCTURE DESIGN



## F. TRANSPARENCY, ARTICULATION AND EXPRESSION

### A. DESIGN PRINCIPLES

### B. GENERAL CHARACTER

### C. HEIGHTS AND SETBACKS

### D. BUILDING MASS, SCALE, AND PROPORTION

### E. BUILDING COMPOSITION AND RHYTHM

### F. TRANSPARENCY, ARTICULATION AND EXPRESSION

### G. MATERIALS

### H. COLOR

### I. ROOF DESIGN

### J. PARKING STRUCTURE DESIGN

#### Objective:

To utilize windows and other voids to offer an open and inviting presences. To utilize columns, windows and other elements to express building structure. To establish a “base, body and cap” for all buildings.

#### NEW DEVELOPMENT

##### Guidelines:

1. The use of windows and other voids is encouraged.
2. Design of a facade should result in an authentic appearing structure, with dimensions and spans of visible materials relating to actual structural properties.
3. Building lighting can and should be used place emphasis on portions of the building, to draw attention to the entrance and to highlight the structure. Building may be illuminated by fixtures placed on the building or in the ground.
4. Building address should be placed in a visible location above the level of automobiles and landscaping. The address numbers may also be integrated into the building design.

##### Infill & Adaptive Reuse:

- Exceptions to these requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance. Potentially, matching existing materials not otherwise noted herein may provide the most optimal design solution.

##### Standards:

1. For ground level retail uses, the facade surface area shall incorporate a minimum of 50% window or void area.
2. For ground level office and other commercial uses, the facade surface area shall incorporate a minimum of 35% window or void area.
3. For upper levels of all commercial uses, the facade surface area should incorporate a minimum of 20% window or void area.
4. All buildings shall incorporate a “base, body and cap.”
  - The base may be established by use of different material or color. The base may be an entire level for a multi-level building or a minimum of 24” for a single level building. For building with large expanses of glass on the first floor, the base may be established with a minimum of an 8” raised mullion.
    - The base of building does not apply to building entrances
  - The body of the building should be a minimum of 50% of the area of the facade.
  - The cap may be established with a cornice or a molding. The cap may be an entire level for a multi-level building.
5. Visible security grills and bars shall not be located on the exterior of windows or walls.
6. Except for buildings located on the City’s public square and for townhomes, single-family dwellings, and duplex buildings located elsewhere within the City, street numbers shall be a minimum of 8 inches high with a minimum stroke width of 1.5 inches

##### Infill & Adaptive Reuse:

- Exceptions to these requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance. Potentially, matching existing materials not otherwise noted herein may provide the most optimal design solution.



*The first floor reads as the building base and the entire top floor as the cap. The façade also expresses the building structure.*



*First floor of building reads as the base*



*The building base is expressed with a different masonry material. The base at the storefront is expressed with an 8” raised bottom mullion.*



*The storefront is expressed with an 8” raised mullion.*



G. MATERIALS

**Objective:**

To establish a rich palette of materials that are chosen for color, texture, scale and durability.

**NEW DEVELOPMENT**

<p><b>Guidelines:</b></p> <ol style="list-style-type: none"> <li>1. Materials shall be consistent on all sides of a building with direct public visibility.</li> <li>2. Materials shall be chosen in consideration of materials used on neighboring structures.</li> <li>3. A palette of materials shall be established for all projects.</li> <li>4. Developments with multiple buildings may have multiple palettes of materials. However, the individual palettes should be coordinated for some shared materials.</li> <li>5. Materials should be durable and of sufficient quality, thickness or gauge to insure even and consistent appearance.</li> </ol> <p><b>EXCEPTIONS</b></p> <p>It is recognized that new materials and new uses for materials will continue to be developed. Materials not specifically approved herein may be considered for use on buildings if samples and supporting information are provided to the Planning Staff and the Planning Commission for consideration.</p> <p>Consideration shall be given to aesthetics, durability and maintainability of proposed products.</p> <p><b>Infill &amp; Adaptive Reuse:</b></p> <ul style="list-style-type: none"> <li>• Exceptions to these requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance. Potentially, matching existing materials not otherwise noted herein may provide the most optimal design solution.</li> </ul>	<p><b>Standards:</b></p> <ol style="list-style-type: none"> <li><b>1. Commercial Uses</b> <ul style="list-style-type: none"> <li>• Primary material                             <ul style="list-style-type: none"> <li>• Brick (full thickness or thin-set)</li> <li>• Cast stone</li> <li>• Natural or synthetic stone</li> </ul> </li> <li>• Secondary materials                             <ul style="list-style-type: none"> <li>• Exterior Insulation Finish System (EIFS)</li> <li>• Split-face or ground-face, or polished-face concrete masonry (integrally colored)</li> <li>• Architectural metal panels with durable finish and defined profile</li> <li>• Composite panels</li> <li>• Cementitious siding or panels</li> <li>• Wood siding may be used on small scale buildings</li> <li>• Fabric Awnings</li> </ul> </li> <li>• Tertiary materials:                             <ul style="list-style-type: none"> <li>• Metal copings, flashings, and trim</li> <li>• Wood or cementitious trim</li> </ul> </li> <li>• Prohibited materials                             <ul style="list-style-type: none"> <li>• Smooth-face concrete masonry</li> <li>• Corrugated metal "R" panels</li> </ul> </li> </ul> </li> <li><b>2. Multi-family Uses</b> <ul style="list-style-type: none"> <li>• Primary materials                             <ul style="list-style-type: none"> <li>• Brick (full thickness or thin-set)</li> <li>• Cementitious siding</li> <li>• Natural or synthetic stone</li> </ul> </li> <li>• Secondary materials                             <ul style="list-style-type: none"> <li>• Brick (full thickness or thin-set)</li> <li>• Wood (painted)</li> <li>• Cementitious siding</li> <li>• Split-face, ground-face, or polished-face concrete masonry (integrally colored)</li> <li>• Vinyl trim</li> </ul> </li> </ul> </li> <li><b>3. Industrial buildings</b> <ul style="list-style-type: none"> <li>• Primary materials                             <ul style="list-style-type: none"> <li>• Brick (full thickness or thin-set)</li> <li>• Tilt-up concrete panels (painted)</li> <li>• Split-face, ground-face, or polished face concrete masonry</li> <li>• Architectural metal panels with durable finish and defined profile</li> </ul> </li> <li>• Prohibited materials                             <ul style="list-style-type: none"> <li>• Corrugated metal "R" panels</li> </ul> </li> </ul> </li> <li><b>4. Service area (all uses in areas, unless otherwise noted, not directly visible to public or to roadways)</b> <ul style="list-style-type: none"> <li>• Permitted materials                             <ul style="list-style-type: none"> <li>• All primary materials noted elsewhere.</li> <li>• Smooth-face concrete masonry (painted)</li> <li>• Corrugated metal utility siding (Industrial uses only)</li> <li>• Alternative materials may be submitted for consideration.</li> <li>• Materials shall be durable and appropriate for intended use and location.</li> </ul> </li> </ul> </li> </ol> <p>Note: More durable materials, such as brick and stone, shall be utilized in high impact areas such as the base of walls and adjacent to entrances. EIFS and other materials susceptible to impact shall not be used in these locations.</p> <p><b>Infill &amp; Adaptive Reuse:</b></p> <ul style="list-style-type: none"> <li>• Exceptions to these requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance. Potentially, matching existing materials not otherwise noted herein may provide the most optimal design solution.</li> </ul>
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---------------------------------------------------------------------------



Mix of brick and architectural metal panels on commercial building



Use of variety of brick colors and cementitious panels on residential / commercial building



Mix of Brick and cementitious siding on multi-family building



Mix of tilt-up concrete and architectural metal panels on industrial building

A. DESIGN PRINCIPLES

B. GENERAL CHARACTER

C. HEIGHTS AND SETBACKS

D. BUILDING MASS, SCALE, AND PROPORTION

E. BUILDING COMPOSITION AND RHYTHM

F. TRANSPARENCY, ARTICULATION AND EXPRESSION

G. MATERIALS

H. COLOR

I. ROOF DESIGN

J. PARKING STRUCTURE DESIGN



## H. COLOR

A. DESIGN PRINCIPLES

B. GENERAL CHARACTER

C. HEIGHTS AND SETBACKS

D. BUILDING MASS, SCALE, AND PROPORTION

E. BUILDING COMPOSITION AND RHYTHM

F. TRANSPARENCY, ARTICULATION AND EXPRESSION

G. MATERIALS

H. COLOR

I. ROOF DESIGN

J. PARKING STRUCTURE DESIGN

### Objective:

To utilize color to provide visual interest, reduce building mass, distinguish building elements and relate to neighboring structures.

### NEW DEVELOPMENT

#### Guidelines:

1. Provide coordinated palette of all material and colors
2. Avoid bright and vibrant colors for primary materials.
3. Bright colors may be used on accent elements to create interest
4. Developments with multiple buildings may have multiple palettes of materials and colors. However, the individual palettes should be coordinated for some shared materials and colors.

#### Infill & Adaptive Reuse:

- Exceptions to these requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance. Potentially, matching existing materials not otherwise noted herein may provide the most optimal design solution.

#### Standards:

1. Primary building materials:
  - Up to three colors may be used on the primary building materials.
  - Primary building materials shall not be bright or vibrant colors.
2. Secondary building materials:
  - Up to three colors may be used on the secondary building materials.
  - These colors may be brighter than that which is used on the primary materials.
3. Tertiary building materials:
  - Up to three colors may be used on the secondary building materials.
  - These colors may be brighter than that which is used on the primary materials

#### Infill & Adaptive Reuse:

- Exceptions to these requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance. Potentially, matching existing materials not otherwise noted herein may provide the most optimal design solution.



Utilizing colors to provide visual interest



Distinguishing building elements

## I. ROOF DESIGN

### Objective:

To utilize visible roofs and parapets to create interesting roof-lines and to conceal utilitarian items.

### NEW DEVELOPMENT

#### Guidelines:

1. Provide variation in roof heights/pitches to add interest.

#### Infill & Adaptive Reuse:

- Exceptions to these requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance. Potentially, matching existing materials not otherwise noted herein may provide the most optimal design solution.

#### Standards:

1. All roof mounted equipment, including HVAC units, fans, ductwork, antennas, etc. shall be screened from public view by parapets, roof-mounted screen walls or other approved methods.
2. Parapets and towers that project above other portions of the building shall be finished on all visible sides with materials similar to the presentation side.
3. Fuel station canopies shall not be flat. Pitched roofs or other treatments shall be provided to add interest to the roof. Support columns shall be wrapped in brick, stone or other approved durable material to a minimum height of 8'-0" above the pavement.
4. Visible sloped roofs shall maintain similar pitches for all portions of the building.

#### Infill & Adaptive Reuse:

- Exceptions to these requirements may be considered when addressing renovations of existing buildings or when dealing with infill development where existing conditions may prohibit full compliance. Potentially, matching existing materials not otherwise noted herein may provide the most optimal design solution.



Variation in roof height to create interest



Gas station canopy with pitched roof

J. PARKING STRUCTURE DESIGN



Compatible use at ground level of parking structure



Parking structure architecturally compatible with development

**Objective:**

To integrate parking unobtrusively into a development.

NEW DEVELOPMENT

**Guidelines:**

1. Architecturally compatible with development.
2. Provide convenient, safe and well-defined access from parking to building.
3. Consider incorporation of compatible uses (retail, office, etc.) at pedestrian level of public side of parking structure.

**Standards:**

1. In suburban location, parking structures should be located to side or rear of building. Parking structures should not be located in front of buildings or on primary street corners.
2. In urban locations, parking structures may be located at street corners with proper considerations as to architectural design.

**Infill & Adaptive Reuse:**

- In urban locations, design or parking structures must maintain continuity of scale and massing of adjacent buildings

A. DESIGN PRINCIPLES

B. GENERAL CHARACTER

C. HEIGHTS AND SETBACKS

D. BUILDING MASS, SCALE, AND PROPORTION

E. BUILDING COMPOSITION AND RHYTHM

F. TRANSPARENCY, ARTICULATION AND EXPRESSION

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