

(4) Required setbacks. Every building or structure or its accessory building shall be set back from the centerline of every street according to the type of street as indicated on the Lebanon, Tennessee Major Road Plan as follows:

- Highway and arterials 80 feet
- Collectors 80 feet

(5) Height. No building shall exceed five (5) stories or sixty-five (65) feet in height unless it shall be located within the accepted service area of a fire station equipped with a ladder truck with the capability to reach the top of the building or 100 feet in height.

(6) Off-street loading and unloading space. Behind every building or structure used for business or trade there shall be a rear yard not less than twenty-five (25) feet in depth to provide for the loading and unloading of vehicles.

(7) Landscaping and screenings. (a) Each site shall be developed with ten (10) percent of its area landscaped with green treatment.

(b) There shall be maintained a strip of landscaped ground at least ten (10) feet in width along the street property line, exclusive of drives and walks.

(c) For a lot whose property line abuts a residential district, an appropriate screening devise or divider shall be maintained on such property line.

(d) A minimum of one-half (½) of the required landscaping shall be between the street property line and the structure. (1968 Code, § 11-404, as amended by Ord. #86-543; Ord. #86-550; Ord #90-797; Ord. #90-811; Ord. #90-822; modified, Ord. #93-1066, Sept. 1993; Ord. #97-1675, Oct. 1997; Ord. #00-2136, Oct. 2000; Ord. #00-2151, Nov. 2000; Ord. #02-2409, Oct. 2002; and Ord. #03-2543, Dec. 2003)

14-405. B-5 Districts (Interchange Business). Within the B-5 District as shown on the Official Zoning Map of Lebanon, Tennessee, the following regulations shall apply:

(1) Uses permitted. (a) Gasoline and service stations; travel trailer parks; drug stores; curio shops; refreshment stands; motels or motor hotels; restaurants; drive-in restaurants and eating places; and any similar use which, in the opinion of the board of zoning appeals, is in keeping with the character of the district, retail package stores as regulated by Lebanon Municipal Code, amendment ordinance 90-822, § 5.

(b) Any accessory use or building customarily incidental to the above permitted uses.

(2) Uses prohibited. Any use not specifically permitted.

(3) Required lot area, lot widths, and yards. (a) The minimum lot area shall be fifteen thousand (15,000) square feet.

(b) The minimum lot width at the building line shall be one hundred fifty (150) feet.

(c) The minimum depth of front yards measured from the right-of-way line shall be fifty (50) feet.

(d) The minimum rear yard shall be twenty (20) feet.

(e) The minimum width of each side yard shall be twenty (20) feet.

(f) The minimum width of each side yard shall be twenty (20) feet, provided, however, that any side yard that abuts a street or public way shall be forty (40) feet.

(g) The maximum building area shall be forty (40) percent of the total lot area.

(4) Required setback. Every building or structure or its accessory building shall be set back from the right-of-way line at least fifty feet; provided, however, that in the case of service stations, gasoline pumps, gasoline pump canopies, and signs advertising the principle use shall not be considered a structure as defined under section 14-203(18) and shall be set back as follows: Signs 10 feet, gasoline pumps and gasoline pump canopies 15 feet. This shall not be construed so as to permit billboards and any similar type signs any closer than 50 feet to the right-of-way.

(5) Height. No building shall exceed five (5) stories or sixty-five (65) feet in height unless it shall be located within the accepted service area of a fire station equipped with a ladder truck with the capability to reach the top of the building or 100 feet in height.

(6) Off-street loading and unloading space. Behind every building or structure used for business or trade there shall be a rear yard not less than twenty (20) feet in depth to provide for the loading and unloading of vehicles.

(7) Access control.

(a) Access barrier. Access to the highway shall be controlled in the interest of public safety. Each building or group of buildings used for commercial purposes, and its parking or service areas, shall be physically separated from the highway or street by a curb, planting strip, or other suitable barrier against unchanneled motor vehicle ingress and egress, except for accessways as authorized in paragraph (b) below.

(b) Accessways. Each separate use, grouping of attached buildings, or grouping of uses permitted as part of a single integrated plan, shall have not more than two (2) accessways to any highway or street. Insofar as practicable, the use of common accessways by two (2) or more permitted uses shall be provided in order to reduce the number and closeness of access points along the highway, and to encourage the fronting of commercial structures upon a marginal street and not directly upon a public highway.

(c) Access regulations. The following regulations concerning accessways shall apply:

A point of access shall be not closer than fifty (50) feet to any point of controlled access, provided, however, that in a case of hardship caused by the narrowness or shape of any particular lot, the board of zoning appeals may issue a variance when such hardship is proven; nor within thirty (30) feet of the curb line of any public street intersection.

A point of access shall not exceed thirty-five (35) feet in width.

The distance between any two (2) points of access shall be not less than twenty-five (25) feet.

(8) Landscaping and screening. (a) Each site shall be developed with ten (10) percent of its area landscaped with green treatment.

(b) For a lot whose property line abuts a residential district, an appropriate screening device or divider shall be maintained on such property line.

(c) There shall be maintained a strip of landscaped ground at least ten (10) feet in width along the street property line.

(d) A minimum of one-half ($\frac{1}{2}$) of the required landscaping shall be between the street property line and the structure. (1968 code, § 11-405, as amended by ord. 86-543, § 11, ord. 86-550, § 6, ord. 90-797, § 6, ord. 90-811, § 2, modified, Ord. #93-1066, § 2, Sept. 1993, Ord. #97-1675, Oct. 1997; and Ord. #03-2543, Dec. 2003)

14-406. B-6 Districts (Transitional Office). The Transitional Office district is intended to provide office locations generally serving neighborhood or community needs; to provide for such uses in a low intensity manner such that they can be compatible with adjacent single family detached dwellings; and otherwise to implement the stated purpose and intent of this ordinance. The Transitional Office district may be located adjacent to, or within residential areas. The district allows for the integration of limited supporting commercial uses into office developments. The Transitional Office district is intended to be located along collector and arterial streets or adjacent to commercial or industrial districts, in the areas of transition between residential and higher intensity uses, and in areas of existing and new office development.

All uses except automobile parking lots and such other uses as may specifically be exempted hereinafter shall be conducted wholly within a building. Rather than have new buildings constructed, it is intended and desired that any existing residential structures within the district be converted and adapted to office or institutional use, thus retaining the existing residential character of the building(s). A combination of residential and commercial uses within this district may be permitted within the same building. Within the 9-6 Districts as shown on the Official Zoning Map of Lebanon, Tennessee, the following regulations shall apply:

(1) Uses permitted. (a) Offices for: