Nashville & Davidson County
DEC 31 2014
Metropolitan Planning Department

Beaman and Turner Properties Specific Plan

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HASTINGS ARCHITECTURE ASSOCIATES, LLC

BWSC BARGE WAGGONER SUMNER & CANNON, INC.

Hawkins Partners, Inc. landscape architects

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Introduction

Nashville, Tennessee is on a significant growth trajectory. The Metropolitan Planning Organization forecasts an additional one million people within the surrounding 10-county Cumberland Region by the year 2035. According to the MPO's projections, by the year 2035, there will be approximately 2.1 million people in the region, 1.5 million jobs, and 900,000 households. To efficiently house and employ this population in a way that provides a high-quality way of life, the region is looking for strategic locations for development.

The site consists of nine lots for a total of 286 acres. The southern portion of the site is home to The Homeplace Farm, which is one of Tennessee's one and a half century old family owned farms established in 1857 by William Snethis Turner and passed on to the family through the generations. In 1956, a portion of the land was sold to build the I-24 corridor and in the 1970s, this portion of I-24 was developed to serve the Hickory Hollow Mall with the addition of the Hickory Hollow Parkway on the North East side of the interstate. The northern portion of the site is owned by Lee Beaman and is mostly wooded. It lies between the Homeplace Farm and the old Target shopping center currently owned by Hickory Hollow, LLC.

The land at Exit 60 on I-24 is a rare opportunity for green field development within a developed community and a growing region. With easy access to I-24 and major thoroughfares, conveniently located near major employers, and nearby housing at a variety of price-points, the development possibilities are significant.

In order to make development of the site viable, the Exit 60 interchange will be completed to allow access to the property. New Parkways will be built to connect the interchange to existing streets. Existing streets will be improved to support the new development. Continued conversations with Metro officials may show opportunities for connections to local and regional transportation systems.

The regulations of this document are organized in several ways. First, the Subdistrict Plan provides the areas that are regulated by different standards. Each Subdistrict regulates uses, bulk standards, and allowed building types.

The guiding principles and regulatory standards of the Subdistricts are illustrated in a Conceptual Master Plan. This Master Plan envisions a mixed-use community center that provides services, retail, employment, housing, entertainment and recreation to the community and the region.

All graphics, illustrations, and text within this document are regulatory. As the project continues to progress, the owner may make adjustments to conceptual plans for infrastructure, open space, and Subdistrict boundaries provided that such adjustments are done within the intent of the standards of this SP. The developer will coordinate such adjustments with Planning staff and other agencies as necessary. Modifications to these standards may be approved by the Planning Commission or its designee. Modifications are considered deviations of 20% or less from the original standard or deviations from drawings that maintain the intent of the drawings and are in keeping with the guiding principles of this document and the guidance of the Community Character Policies.

Where silent on specific regulations, the zoning code shall dictate development standards. Specifically, this include parking lot landscaping standards and buffering standards. If adjustments to the SP are necessary to accommodate building code requirements and other regulations, the owner will coordinate such adjustments with Planning staff and other agencies as necessary.

Boundaries of the Subdistricts are tied to infrastructure and natural features. The boundaries shown in this document are illustrative. Should the ultimate location of new streets, easements, and buffers be different than illustrated here, the ultimate locations will dictate the boundaries of the Subdistricts.

Rights-of-way improvements illustrated herein are conceptual and will require coordination with Metro Public Works and other agencies having jurisdiction over the project. Revisions to such, whether due to unforeseen conditions, existing conditions, or basic development of design intent, shall be reviewed by Planning staff to ensure consistency with the intent of the SP.

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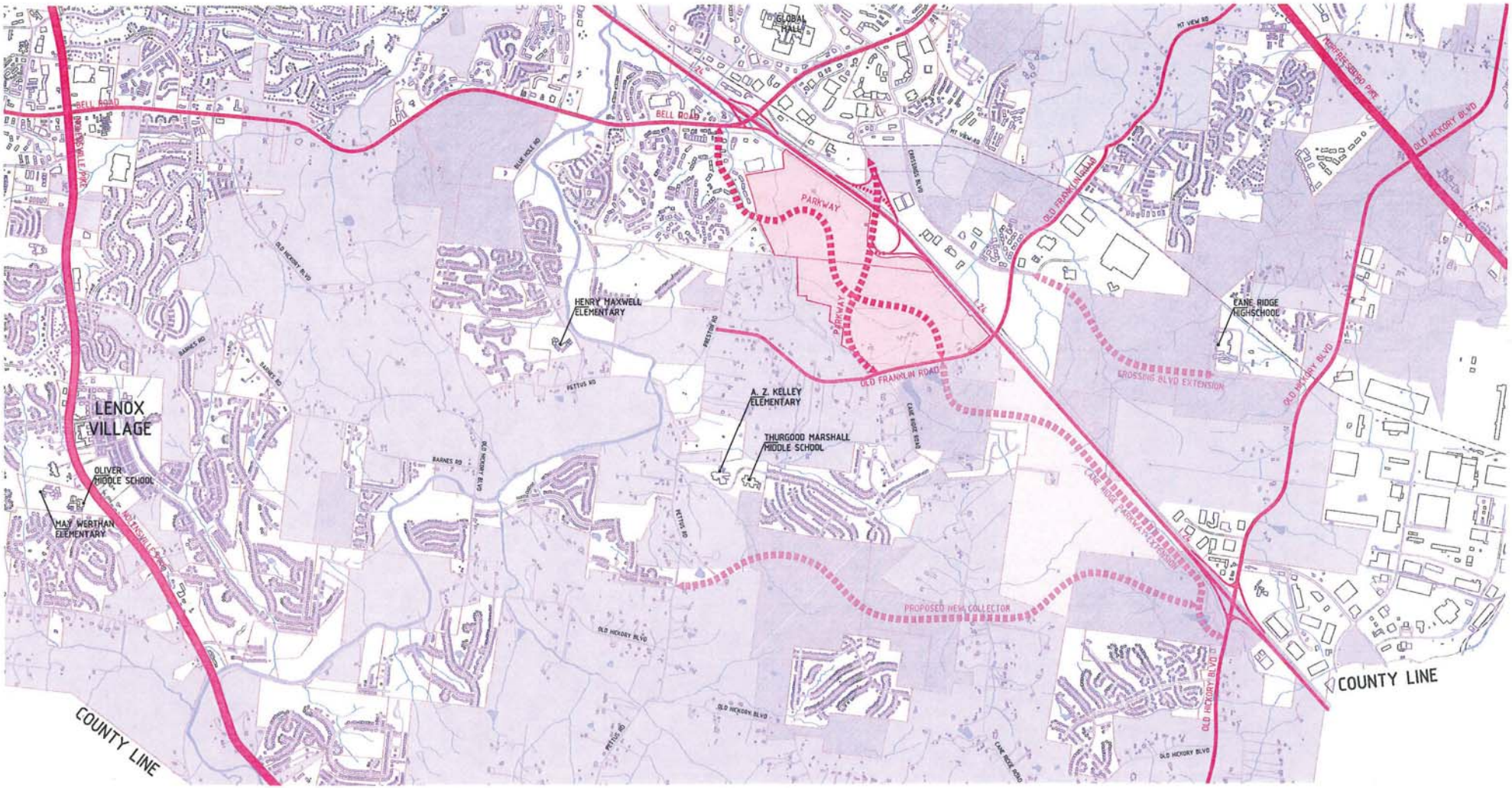

The Beaman and Turner Farms are located at the Hickory Hollow Parkway intersection of Interstate 24. Over the next 25 years, much of the future growth of Nashville will be in Southeast Davidson County. This map illustrates the centralized location of the properties within the areas that will transition from rural land to urban and suburban neighborhoods in coming years.

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Mobility Network

Mobility is the backbone of this proposed SP. In addition to moving cars throughout the site, each street design is intended to accommodate cyclists and pedestrians in a safe and attractive environment.

Exit 60 of Interstate 24 will be finished to allow access to the properties. The plans and design of the intersection are currently being reviewed by TDOT and the Federal Highway Administration. Included in this review are the intersection at the base of the completed interchange, and the bridge over the interstate.

The proposed public streets within the development meet and exceed the Major and Collector Street Plan's requirements for new streets within the site. These new streets, called Parkways in this document, are 102 feet of right-of-way. The cross-section includes two travel lanes in both directions, a center median that accommodates a turn lane where necessary, planting strips and 10-foot multi-use paths on both sides of the street.

The Parkways will move vehicles efficiently while providing mobility options on the multi-use paths. The paths will connect to the parks and greenway system within the development.

The paths will also connect to the larger community, particularly over the new Hickory Hollow Parkway bridge over I-24. This new bridge design is currently being reviewed by transportation authorities. The current cross-section includes several travel lanes to accommodate mobility associated with the interstate. The cross-section also includes the continuation of the 10-foot multi-use paths. This strategic connection to the Hickory Hollow and Crossings districts will provide mobility choice for the entire community.

Two existing roads frame the edges of the development. Cane Ridge Road and Old Franklin Road are generally rural in character. In order to accommodate anticipated traffic while preserving the current rural character of these roads, strategic improvements are proposed.

Cane Ridge Road - from Bell Road to the roundabout at the entrance of the development - will include two travel lanes in both directions, a sidewalk with a planting strip along the development side of the street.

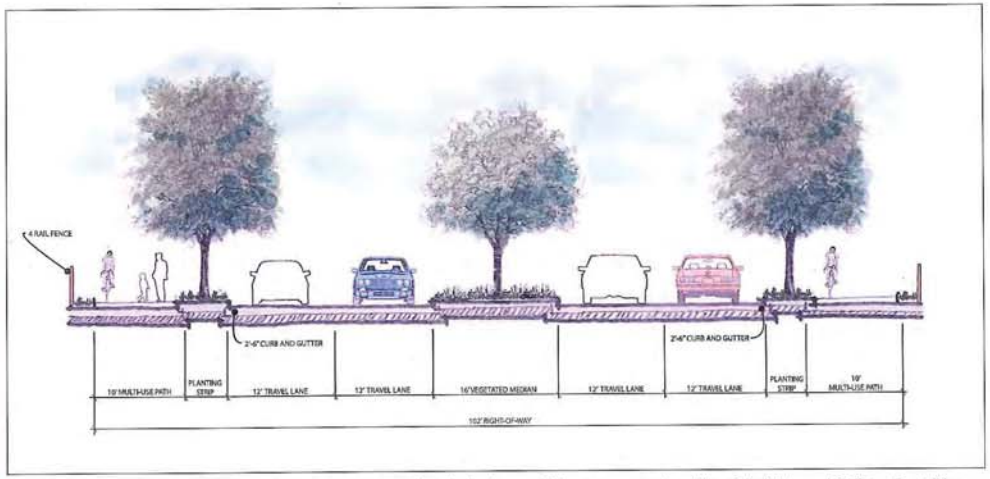
Similarly, Old Franklin Road will improved from the centerline of the street to include a wider travel lane and a sidewalk with grass strip.

Within the development, internal drives on private property are intended to function as access to buildings and parking and set up a framework for future development. These internal drives will include travel lanes, turn lanes where necessary, and sidewalks with planting strips. All open space, greenways, and landscaping within rights-of-way will be maintained by the property owner(s) and will have public easements provided through the Final SP process.

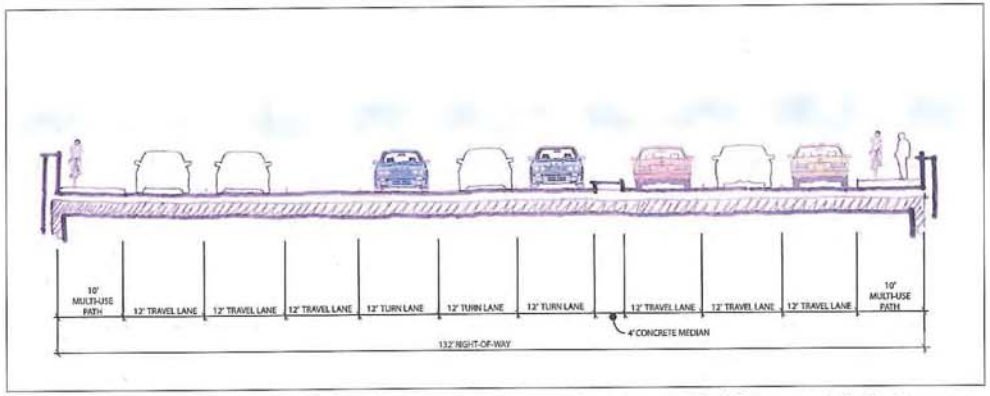
Landscaping within rights-of-way may be used for stormwater management and will be maintained by the property owner(s).

The inclusion of parks and greenways within the development will also contribute to the overall mobility network. The multi-use paths throughout the development will connect to the proposed greenway system within the property to allow safe, attractive mobility choice to those who live, shop, work, and recreate in the new development.

The projected scale and intensity of this development will provide jobs, services, and homes to many within Middle Tennessee. As plans are studied further, input from the Metro Transit Authority (MTA) will be needed and welcomed. Connecting to existing bus lines and bus rapid transit lines will be an asset to the community and to the development. Considering this development's role in regional growth, transit coordination will be an important point of providing mobility choice.



The Parkway cross-section is designed for all new collector streets within the development. These streets meet the policies of the Major and Collector Street Plan and set a framework for the Subdistricts of the SP. The Parkways will include two travel lanes in each direction separated by a median to accommodate turn lanes, planting strips with street trees, and multi-use paths for biking and walking.



The Hickory Hollow Parkway bridge that crosses I-24 will be improved according to the recommendations of the Traffic Improvement Study. The improvements will extend to the bridge that crosses the railroad tracks on the east side of the interstate. These improvements include increased travel lanes and turn lanes, and 10-foot multi-use paths on both sides of the bridge. This cross-section is currently being reviewed by TDOT and the Federal Highway Administration.

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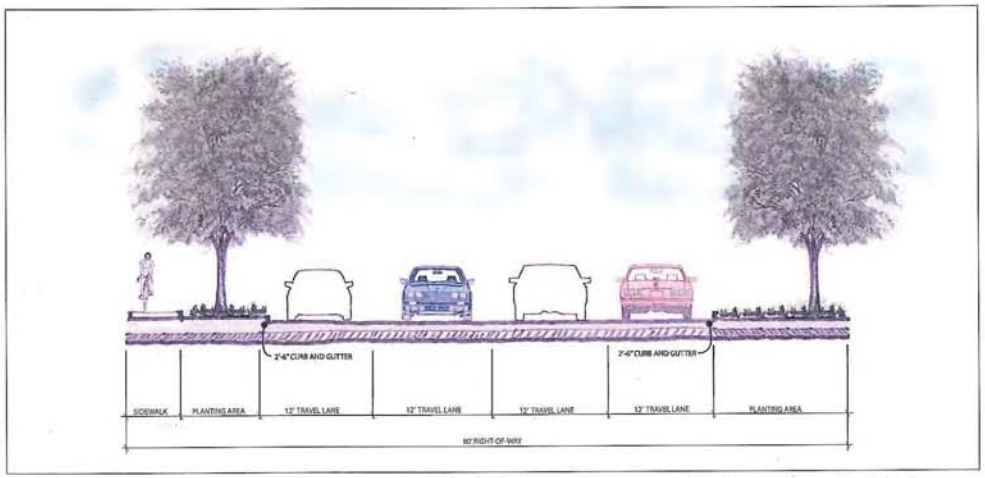
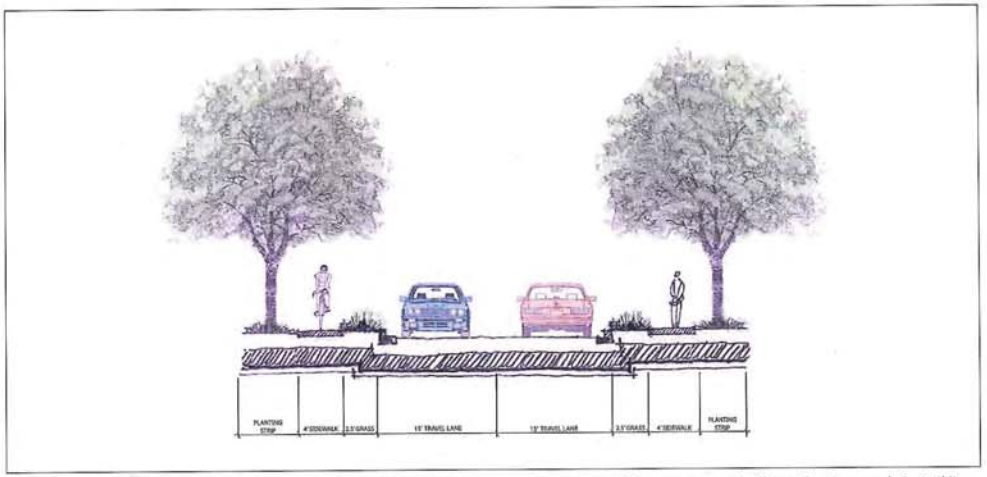
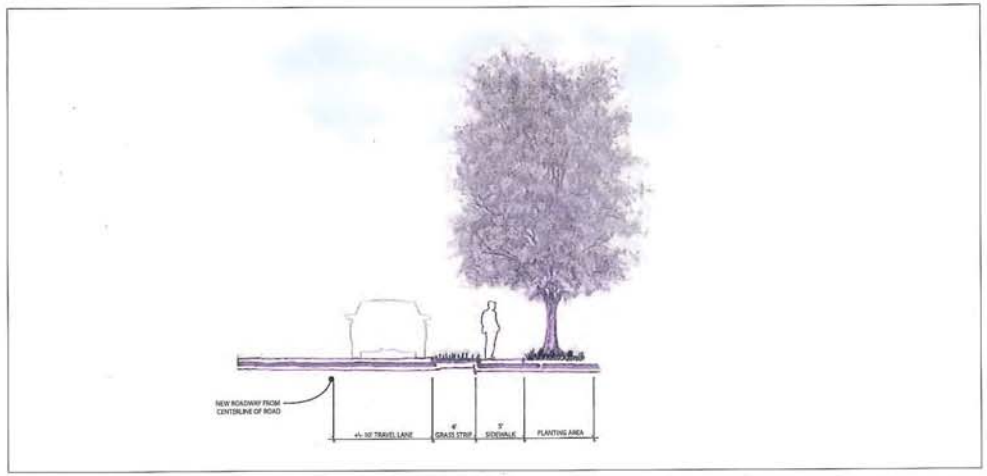


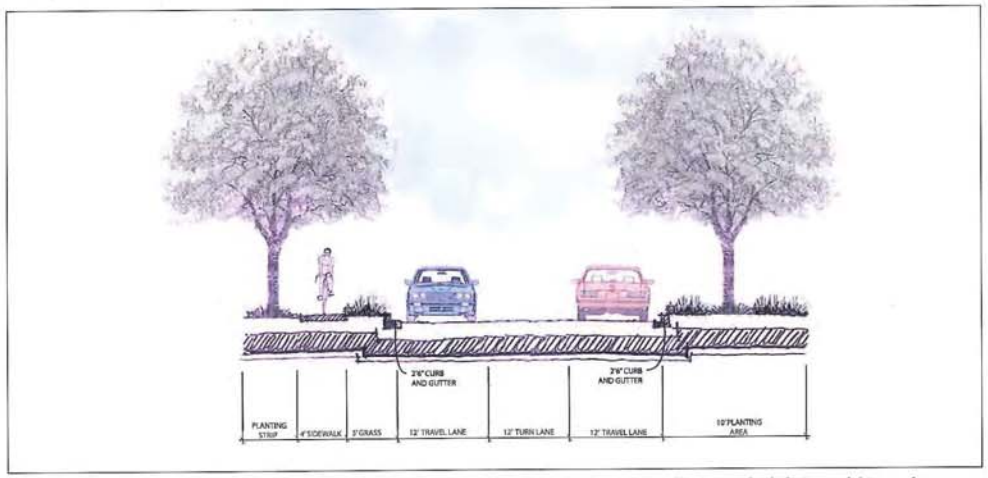
Cane Ridge Road, from Bell Road to the roundabout at the entrance of the new development, will be improved to include two travel lanes in each direction, a planting area and a sidewalk. Dimensions of cross-section elements will be incorporated within the existing right-of-way.



The secondary street network of the development will be designed with Internal Drives. These drives will act as streets and will provide a framework for buildings and parking, and future development. This illustration shows one option that includes one travel lane in both directions, and sidewalks on both sides of the internal drive. These two illustrations do not indicate the only cross-sections available for internal drives, rather, they show a commitment to balancing various forms of mobility in a safe and attractive setting.



Old Franklin Road, along frontage associated with the SP, will be improved from the centerline of the right-of-way to include a 10-foot travel, a 4-foot grass strip, and a 5-foot sidewalk.



This illustration shows a second option that includes one travel lane in both directions, a turning lane, a sidewalk on one side of the internal drive, and a landscaping buffer on the other side. These two illustrations do not indicate the only cross-sections available for internal drives, rather, they show a commitment to balancing various forms of mobility in a safe and attractive setting.

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To provide mobility choice throughout the site, 10-foot wide multi-use paths will be included on both sides of the Parkways. These paths will also connect into the greenway system of the development.

The Parkways in the development will have two travel lanes in both directions, a landscaped median to accommodate turn lanes, planting strips and 10-foot wide sidewalks on both sides of the street. The design of the street will accommodate vehicular traffic and provide safe and attractive mobility for cyclists and pedestrians.

In retail areas, wide sidewalks, seating areas, and landscaping will provide shoppers with a safe and attractive shopping environment.

To create a main street character within a Town Center development, on-street parking, street trees, and sidewalks will be provided. Parking will be located beside, behind or beneath buildings.

By linking the greenway system to the street system, cyclists and pedestrians will have convenient and safe options for mobility throughout the development.

Outparcel buildings may be located behind the sidewalk of streets or may be behind one double-loaded row of parking.

Loading and back-of-house functions will be consolidated to minimize disruption to the public realm.

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Pedestrian circulation to be provided with new streets and improvements to existing streets

Proposed multi-use path within the stream buffer.

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Natural features throughout the property afford the development great opportunities for open space. These natural features will be an asset to the overall development, and will be utilized as placemaking tools within the Subdistricts. Formal, informal, natural, and active open spaces will contribute to the active and attractive walking and biking network through out the development and the broader community.

The stream near Cane Ridge Road will be preserved and enhanced. The required stream buffer will include a greenway path which may potentially include public art. Ideally, Metro Greenways would be able to connect this new section of the greenway within the larger Metro greenway system.

At the head of the greenway, near Bell Road, will be a large park. This park may be formal or more natural, depending on floodplain regulations, gas easement regulations, and design decisions to be made through the Final SP process. The stream and greenway will buffer the residential uses from the commercial / mixed uses.

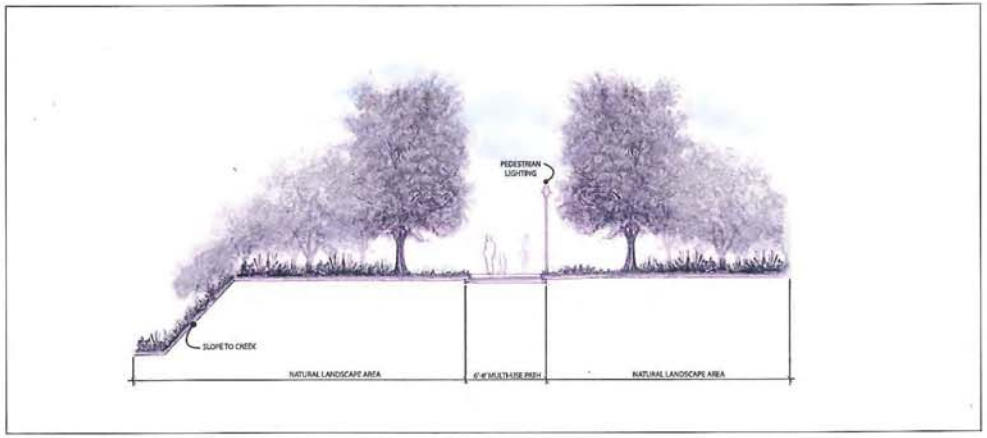
At the other end of the site, near the intersection of Cane Ridge Road and Old Franklin Road, is a prominent oak tree that has been an icon of the Turner Farm. This tree will be the centerpiece of open space on this side of the development.

The cross-section of the Parkways includes 10-foot multi-use paths. The pedestrian network will connect these multi-use paths to the greenway to allow for easy pedestrian mobility throughout the development. Final designs will support safe and comfortable walking and biking between the park near Bell Road and the park at the oak tree, with stops at shops, restaurants, homes, and offices along the way.

As designs are finalized within the development, there will be opportunities for the preservation of natural features and natural landscapes. There will also be opportunities to introduce formal open spaces associated with offices, housing, and commercial spaces. Illustrative photos are provided in this document to show various options for the character of these future open spaces.

All open space, greenways, and landscaping within rights-of-way will be maintained by the property owner(s) and will have public easements provided through the Final SP process.

The existing creek is an asset to the site that will be celebrated and integrated into the open space plan and the mobility plan. Efforts to stabilize and improve the creek's condition will be made according to Stormwater standards, and light imprint and/or low impact initiatives may be used.



The creek on the property is an asset to the development and will be the backbone of the Open Space Plan. While preserving the natural landscape in the stream buffer, a 6- to 8-foot multi-use path and pedestrian lighting will be added.

The required stream buffer along the creek will be used as public open space. A multi-use path will added in a manner that maintains the integrity of the creek while allowing recreation.

Near the intersection of Cane Ridge Road and Old Franklin Road is a prominent oak tree that has been an icon of the Turner Farm. This tree is anticipated to be a centerpiece of open space on this side of the development.

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Multi-use paths will be included throughout the development. In some places, these paths may follow streets or internal drives. In other places, the paths may follow a more naturalistic setting.

A greenway will be added within the stream buffer and will connect to the broader walking and biking network within the development.

Formal open spaces are appropriate for office and commercial developments. Buildings may be oriented toward open spaces, and pedestrian circulation accommodated within open spaces.

Low Impact or Light Imprint stormwater solutions may be used within the development. These areas may be included in open space design or used as landscaping in various Subdistricts.

Open spaces are an important part of the design of the town center. A formal green or open space is typically framed by buildings and creates a gathering place. A town center design may include open space as an organizing tool.

Residential buildings may be oriented toward formal or informal open spaces. These open spaces may be passive or active, and landscaped or hardscaped. These open spaces may be private or public.

Playgrounds, dog parks, and other active open spaces are appropriate for any Subdistrict and will provide gathering places within the community.

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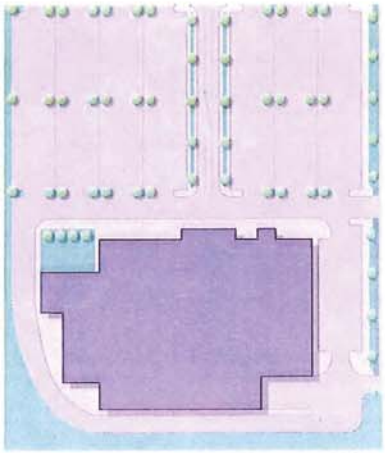
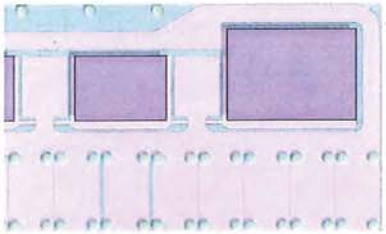


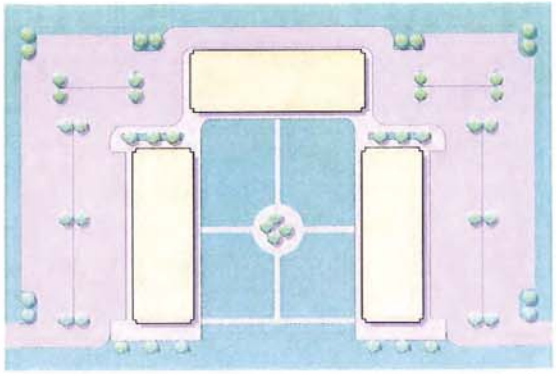
Big Boxes are buildings that contain commercial or entertainment uses and are over 100 feet in depth.

- The Entrance facade of a Big Box may be oriented toward an internal drive and is not required to be oriented toward a Parkway or public street.
- Setbacks from the internal drive are generally shallow through greater setbacks may be used for green space, outdoor dining, or display space.
- Big Box buildings may be group closely together and/or attached to buildings of a similar or complementary use.

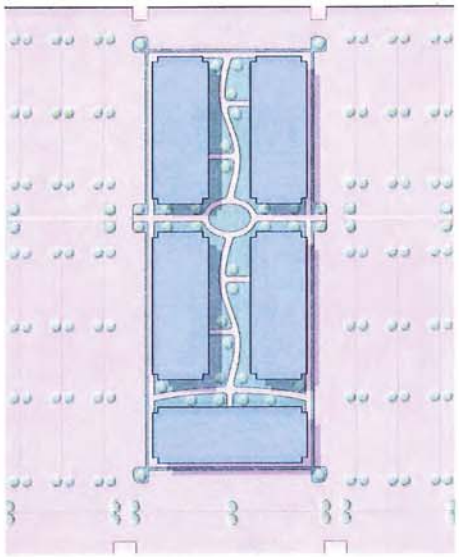


Storefront buildings are smaller commercial buildings (less than 100 feet in depth).

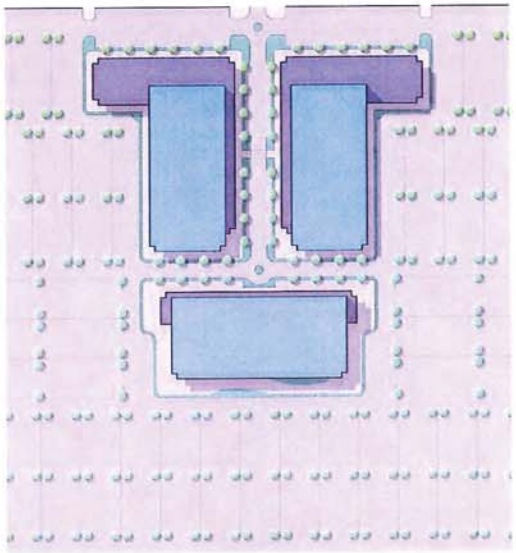
- These buildings provide smaller stores and services needed within the community. They may be attached Big Boxes, other Storefront buildings, or stand alone.
- When Storefront buildings are near a parkway and screen a large parking lot they are considered Outparcel buildings. Outparcels can be used to create a street edge along a Parkway or public street.



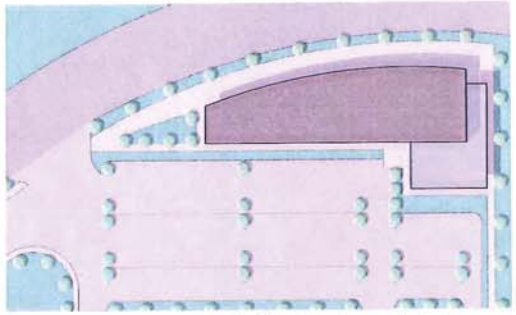
Residential buildings may be oriented toward formal open space, natural, preserved open space, streets or internal drives. Townhouses, single-family houses, stacked flats, and other housing types will enhance housing choice throughout the broader community.



Office buildings may develop in a grouping that creates a park-like setting. Offices may include complementary uses on the ground floor.

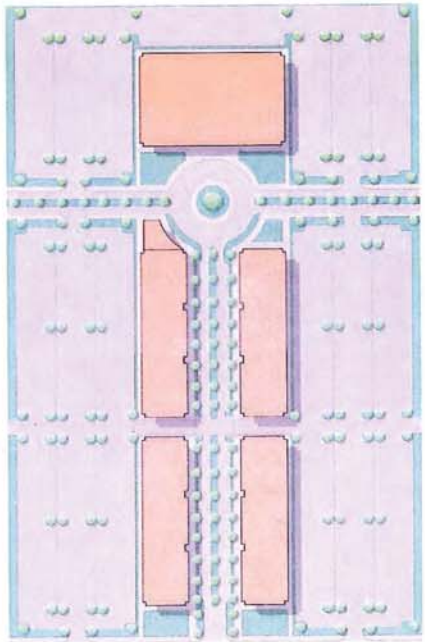


Office buildings may develop in groupings that create a "main street" setting with buildings oriented toward internal drives. Offices may include complementary uses on the ground floor or may be developed in association with other building types.



With high visibility along I-24, and office, shopping, and mixed-use within the community, hotels may be an important component of the Retail Subdistrict and the Mixed Use Subdistrict.

- Entrance facades of Hotels may include a porte cochere or drop-off facilities.
- Hotel uses may be combined with other complementary uses in a Hotel building.



Mixed Use buildings create special places within the overall development, and provide a unique urban experience within the larger suburban community.

- Mixed Use buildings may be mixed use with retail, restaurant, office, or other commercial uses on the ground floor and residential or office uses above.
- Mixed Use buildings may be integrated into a development with buildings that are stand-alone office, residential, or retail.

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The relationship of buildings to Parkways, streets, internal drives, parking, and open space is a key organizing tool in this document and in the envisioned character of the development. Two tools are used ensure building orientation and design that is in keeping with the envisioned character of each Subdistrict and the guidance of the Community Character Policies.

First, each Subdistrict determines whether facades are required to face Parkways directly or whether buildings are allowed to have parking between the facade and the Parkway. The sections shown here illustrate the concept that is further described in each Subdistrict.

Second, buildings are identified with a Public Facade and a Pedestrian Entrance Facade. In some cases, these facades may be one in the same, but may also be different facades. As applicable, Open Space Facades and Interstate Facades are also identified or understood based on location. Designation of facades and specific requirements are further described in each Subdistrict. Final facade designations are made during the Final SP process.

A Public Facade is typically the facade oriented toward a Parkway or a street; a Public Facade is not oriented toward an internal drive. This facade is designed to be architecturally significant. If this facade is oriented toward a Parkway, no parking or service is allowed between the building and the Parkway; the build-to zone shall be used as an open space or lawn. This facade may or may not be the Pedestrian Entrance Facade, and may or may not include pedestrian entrances.

A Pedestrian Entrance Facade is the primary pedestrian entrance to the building. Architectural articulation and urban design tools are used to highlight the primary pedestrian entrance and/or multiple pedestrian entrances. This facade may or may not be the Public Facade. This facade may be oriented toward a street or an internal drive with parking beyond. The build-to zone applies to this facade and is measured from the back of the sidewalk of Parkway, street, or internal drive. This facade may include a porte cochere or drop-off facilities; the front of this structure shall be within the build-to zone.

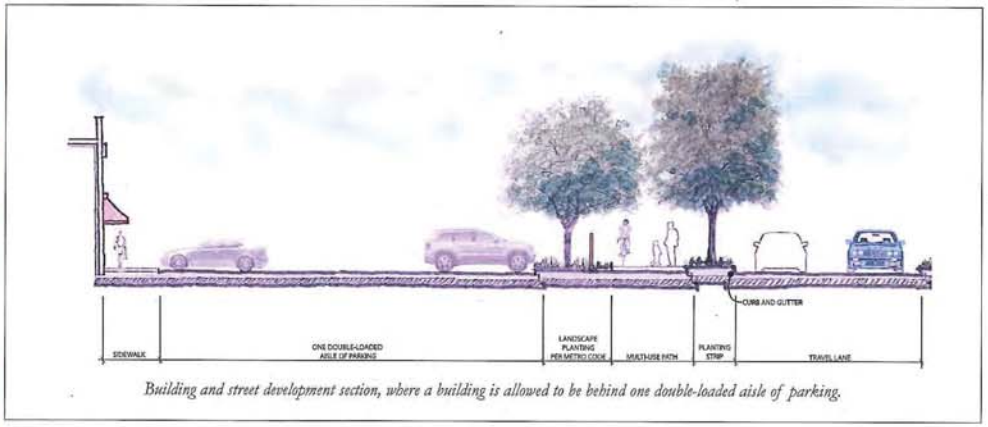
An Open Space Facade is the side of a building that faces publicly accessible open space. This may include greenways, bikeways, formal open space, or informal open space; it does not include natural spaces that are not designed to be publicly accessible. No parking or service is allowed between the building and the open space.

An Interstate Facade is the side of a building that faces I-24. This facade may include back-of-house functions, an interstate oriented signage as allowed by the zoning code.

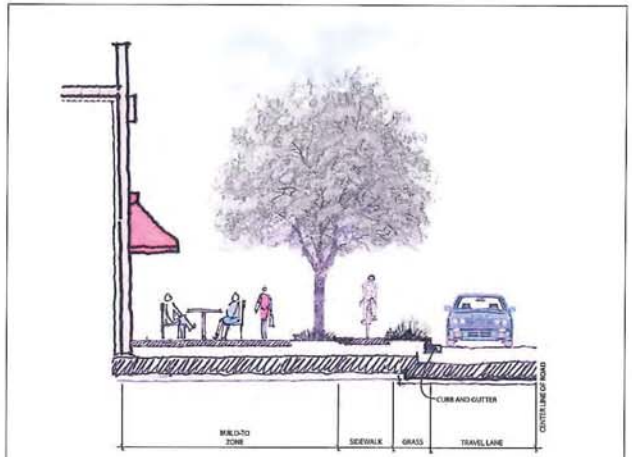
A Public Facade is oriented toward and Parkway or street. This facade has architectural interest and is the public face of the building to the community.

A Pedestrian Entrance Facade may be oriented toward and internal drive with parking beyond.

An Open Space Facade faces formal or informal open space. No parking or service is allowed on this facade.



Building and street development section, where a building is allowed to be behind one double-loaded aisle of parking.



Building and street section, where a building fronts directly onto the street and the build-to zone is used for pedestrian-oriented activities, or open space.

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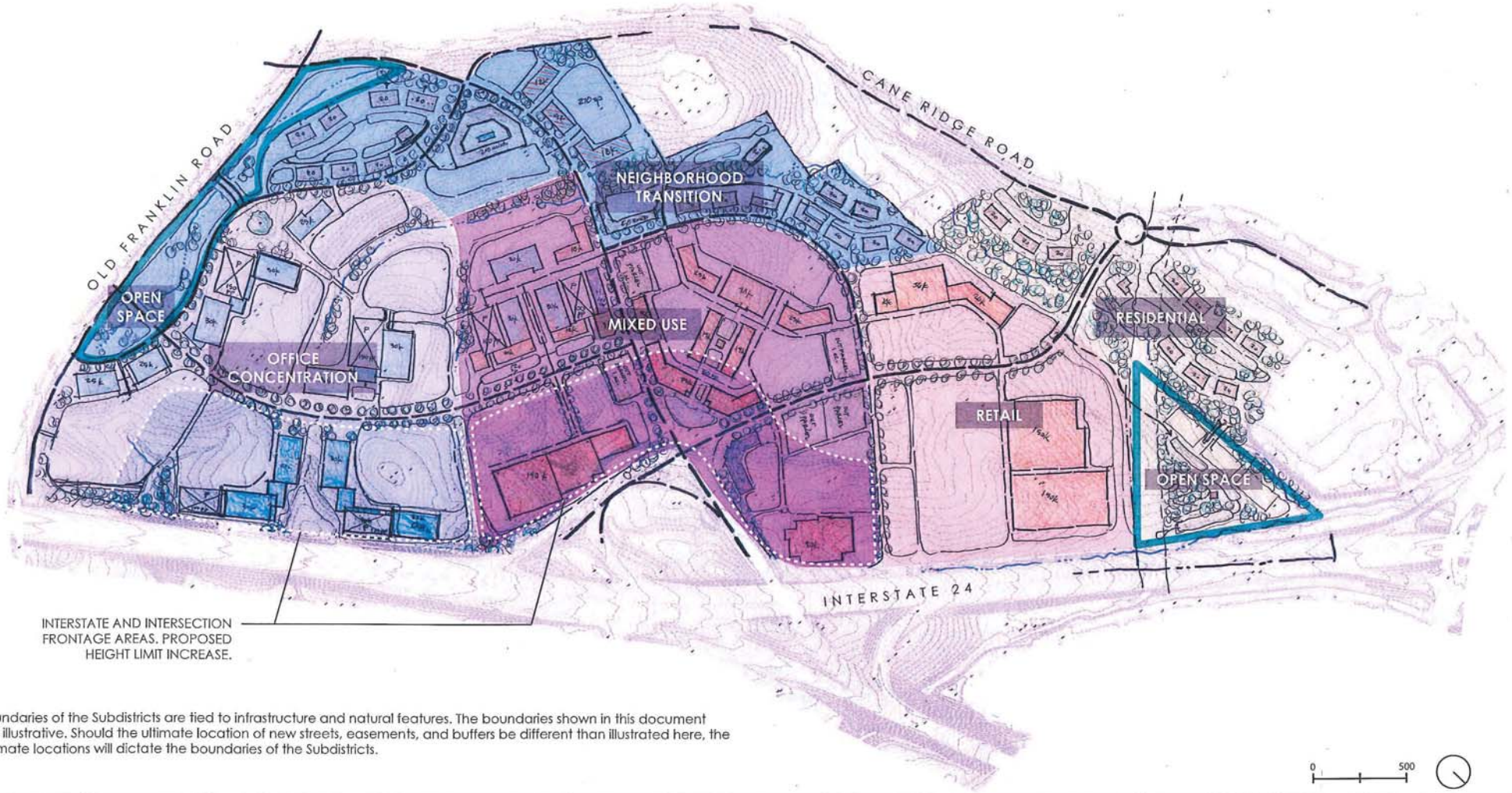

Boundaries of the Subdistricts are tied to infrastructure and natural features. The boundaries shown in this document are illustrative. Should the ultimate location of new streets, easements, and buffers be different than illustrated here, the ultimate locations will dictate the boundaries of the Subdistricts.

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Acreage	+/- 36 acres, up to 42 acres.
Guiding Policy	T3 NE
Guiding Principles	1. This subdistrict is intended to develop as housing that responds and celebrates the natural resources of the site and provides a transition in use and scale from the existing residential buildings on Cane Ridge Road into the proposed mixed use development. 2. The creek will be prioritized as an amenity to the subdistrict, the larger development, and the entire community. It's associated flood plain and required stream buffers are intended to be active and passive open space for the community to enjoy nature and recreation. 3. To the extent allowed by external regulations, the gas easement will be utilized as an open space amenity. 4. Residential buildings - whether stacked flats, townhouses, or single-family homes - will respond to the topography and natural features of the site.
Base Zoning	The standards applied to this Subdistrict shall follow RM20 zoning except where standards in this document are more specific or change the standards of the base zoning district.
FAR	Development intensity is determined by Dwelling Units only.
Dwelling Units	20 units per acre.
ISR	According to RM20.
Front Setback or Build-to Zone	For the primary facade of a building, the build-to zone shall be 0-20' from the back of sidewalk of a Parkway or internal drive. Exceptions may be made for a primary facade facing open space. • When possible, given the constraints of topography and natural features, no parking is allowed between a Parkway and a residential building. The build-to zone shall be used as a lawn or open space. • Where easements and buffers prevent orientation of buildings toward streets, buildings may be oriented toward internal drives, formal open space or natural open space.
Maximum Height at the Setback	5 stories
Height Control Plane or Stepback	None.
Maximum Overall Height	5 stories
Use Restrictions	According to RM20.
Parking	According to RM20.
Signage	According to RM20.
Building and Development Types	Stacked Flats, townhouses, single-family houses, and other residential building types are allowed.
Additional Notes	Land used for compliance with stream buffer regulations, public easements, and/open space - while not available for development - shall be available for calculation of overall density.

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Acreage	+/- 45 acres, to a maximum of 50 acres.
Guiding Policy	A Special Policy based on T3 CC. The general characteristics of Suburban Community Center policy (T3 CC) shall apply to this Subdistrict, and: • Building footprints may be larger than the 70,000 SF described in T3 CC. • Buildings may be oriented toward internal drives and parking lots. • In keeping with T3 CC, non-residential buildings may be 1-3 stories and up to 80 feet in height.
Guiding Principles	1. This subdistrict will provide community and regional retail. 2. Safe and convenient vehicular access will be prioritized and balanced with the overall pedestrian network of the larger development. 3. The high visibility of the site from the interstate and the interchange provide opportunities for signage that are unique to this subdistrict.
Base Zoning	The standards applied to this Subdistrict shall follow SCR zoning district except where standards in this document are more specific or change the standards of the base zoning district.
FAR	1.0, according to SCR.
Dwelling Units	Development intensity is determined by FAR only.
ISR	0.8, according to SCR.
Front Setback or Build-to Zone	According to SCR. For the primary facade of a building, the build-to zone shall be 0-20' from the back of sidewalk of a Parkway or internal drive. Exceptions may be made for a primary facade facing open space. • In relationship to Parkways, buildings may be located behind one double-loaded aisle of parking. • Big Box buildings may be oriented toward streets, internal drives, or parking.
Maximum Height at the Setback	80 feet
Height Control Plane or Stepback	None.
Overall Maximum Height	80 feet
Use Restrictions	According to SCR with the following: • Cash Advance is not permitted. • Check Cashing is not permitted. • Title Loan is not permitted.
Parking	According to SCR with the following: • Parking for retail shall be 1 space per 250 SF.

Signage	According to SCR with the following:
	• Building Signs:
	  • On buildings larger than 200,000 SF, building signs may include internally and externally illuminated channel letters signs, externally illuminated seasonal sign panels that may be changed out several times a year, and suspended illuminated light box signs.
	  • On buildings larger than 200,000 SF, building signs may be up to forty percent of the area of each building façade.
	• Ground Signs:
	  • Lots with frontage greater than 500 feet are allowed three ground signs oriented toward surface streets. These signs may be up to 15 feet tall, and illuminated, with a maximum area of 100 SF each.
	  • On buildings larger than 200,000 SF, interior parking area, commercial ground signs may be 12 feet tall, and illuminated, with the maximum area of any one sign to be 175 SF. The maximum total area of all interior parking area, commercial ground signs shall be 1000 SF.
	  • On buildings larger than 200,000 SF, interior site and parking area, way finding ground signs may be 8 feet tall, with the maximum area of any one sign to be 12 SF. The maximum total area of all way finding ground signs shall be 500 SF.
	  • On buildings larger than 200,000 SF, flags on 40-foot tall poles with 120 SF commercial flags are permitted. Twenty-five flags are permitted, to be installed in groupings of up to twelve flags, with a minimum spacing of 5-feet on center.
	• The following standards shall apply to properties with interstate frontage:
	  • Lots with frontage greater than 500 feet, three additional ground signs are allowed and must be oriented toward the interstate.
	  • The maximum area of any one ground sign oriented toward the interstate shall be 2000 SF.
	  • Ground signs oriented toward the interstate may be up to 110 feet tall and internally illuminated.

Building Types	Big Boxes, Storefronts, and Outparcel buildings are allowed.
Additional Notes	Vehicular access points to Outparcel buildings are restricted to internal drives and minor streets and shall not be from Parkways. On Entrance Facades, Big Boxes may comply with the facade articulation recommendations of the Community Character policies or, in areas that are unarticulated, a 10' sidewalk may be provided adjacent to the building and internal drive; the sidewalk shall include shade trees spaced at a minimum of 40'. All other facades are exempt from the articulation recommendation.

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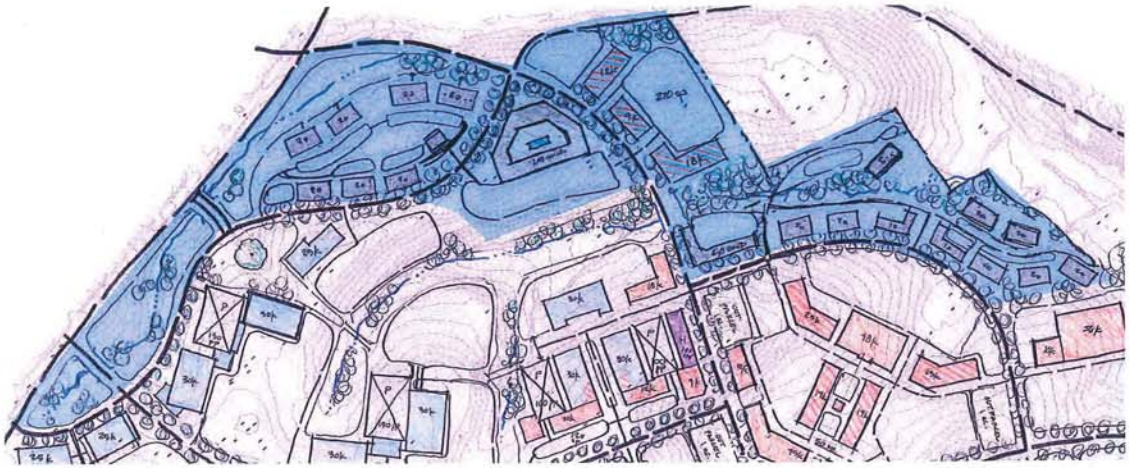

Acreage	+/- 56 acres, to a maximum of 61 acres.
Guiding Policy	T3 CC
Guiding Principles	1. This subdistrict is intended to develop as housing that responds and celebrates the natural resources of the site and provides a transition in use and scale from the surrounding neighborhoods into the proposed mixed use development. 2. The creek will be prioritized as an amenity to the subdistrict, the larger development, and the entire community. It's associated flood plain and required stream buffers are intended to be active and passive open space for the community to enjoy nature and recreation. 3. To the extent allowed by external regulations, the gas easement will be utilized as an open space amenity. 4. Residential buildings - whether stacked flats, townhouses, or single-family homes - will respond to the topography and natural features of the site. 5. Smaller footprint commercial buildings will provide services to the community within and beyond the mixed use development.
Base Zoning	The standards applied to this Subdistrict shall follow MUL zoning district except where standards in this document are more specific or change the standards of the base zoning district.
FAR	1.0, according to MUL zoning.
Dwelling Units	Development intensity is determined by FAR only.
ISR	0.9, according to MUL zoning.

Front Setback or Build-to Zone	For the primary facade of a building, the build-to zone shall be 0-20' from the back of sidewalk of a Parkway or internal drive. Exceptions may be made for a primary facade facing open space. • In relationship to Parkways, buildings may be located behind one double-loaded aisle of parking. Residential buildings are excluded from this provision; no parking is allowed between a Parkway and a residential building. • Where easements and buffers prevent orientation of buildings toward streets, buildings may be oriented toward internal drives, formal open space or natural open space.
Maximum Height at the Setback	3 stories for Mixed Use buildings. 5 stories for Residential buildings.
Height Control Plane or Stepback	A 5-foot stepback is required on facades facing a street or open space.
Maximum Overall Height	5 stories
Use Restrictions	According to MUL zoning with the following: • Cash Advance is not permitted. • Check Cashing is not permitted. • Title Loan is not permitted.
Parking	According to MUL zoning with the following: • Parking for retail shall be 1 space per 250 SF.
Signage	According to MUL zoning.
Building and Development Types	Outparcels, Storefront, Mixed Use and Residential buildings are allowed.
Additional Notes	Vehicular access points to Outparcel buildings are restricted to internal drives and minor streets and shall not be from Parkways.

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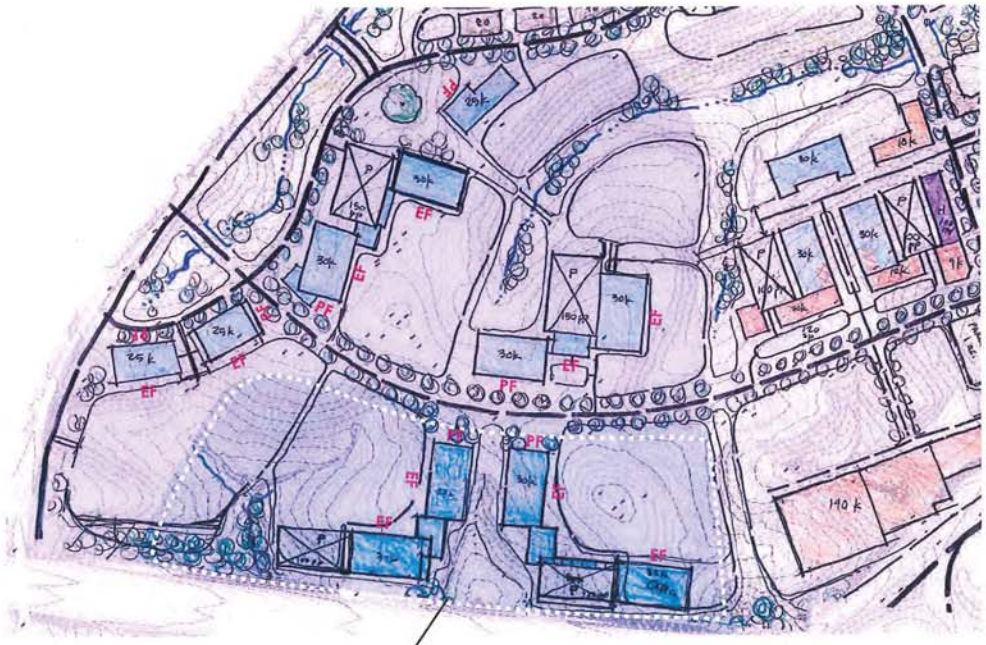

INTERSTATE FRONTAGE AREA.
PROPOSED HEIGHT LIMIT INCREASE.

Acreage	+/- 74 acres, to a maximum of 81 acres.
Guiding Policy	T5 SRC
Guiding Principles	1. This subdistrict is intended to fulfill a need for office space within Davidson County and the Middle Tennessee region. 2. The natural resources of the site will be a major organizing tool for site development, building orientation, and parking location. Buildings will be situated in park-like settings, and parking will be landscaped according to the zoning code standards. 3. Natural and formal open spaces will connect to the open space and pedestrian network of the larger development. 4. In order to provide mobility choice, pedestrian and bicycle connections to the Mixed Use subdistrict will be prioritized. 5. When provided, structured parking will work with slopes to minimize height of structures.
Base Zoning	The standards applied to this Subdistrict shall follow MUI zoning district except where standards in this document are more specific or change the standards of the base zoning district.
FAR	5.0, according to MUI.
Dwelling Units	Development intensity is determined by FAR only.
Front Setback or Build-to Zone	For the primary facade of a building, the build-to zone shall be 0-20' from the back of sidewalk of a Parkway or internal drive. Public Facades facing Parkways make be greater than 20'. • Pedestrian Entrance Facades may be oriented toward an internal drive with parking beyond. • Hotel and Office entrances may include a porte cochere or drop-off facilities.
ISR	0.9 Any development that has an impervious surface ratio less than the maximum permitted by the zoning may increase the base FAR by the same amount. For example, a nine percent decrease in ISR would permit up to a nine percent increase in FAR.
Maximum Height at the Setback	8 stories
Height Control Plane or Stepback	1.5 to 1.0
Maximum Overall Height	Subdistrict General: 8 stories Properties with Interstate Frontage:15 stories
Use Restrictions	According to MUI with the following: • Cash Advance is not permitted. • Check Cashing is not permitted. • Title Loan is not permitted.
Parking	According to MUI with the following: • Parking for retail shall be 1 space per 250 SF.
Signage	According to MUI.
Building and Development Types	Hotels, Offices, and Mixed Use buildings are allowed.
Additional Notes	As indicated on the Conceptual Master Plan, 50% of the buildings will have a Public Facade that faces a public street or Parkway.

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INTERSTATE AND INTERSECTION FRONTAGE AREAS.
PROPOSED HEIGHT LIMIT INCREASE.

Acreage	TBD
Guiding Policy	T5 SRC
Guiding Principles	1. This subdistrict is intended to be the heart of the development. 2. It is envisioned as concentrated retail that serves the local community and the region. 3. Retail may be accommodated in Big Boxes and Mixed Use buildings. 4. Office is an appropriate use to transition from the Office Concentration Subdistrict and should take a more urban form. 5. Retail is an appropriate use to transition from the Retail Subdistrict and should take a more urban form. 6. Given the high visibility from the interstate and the interchange, Hotels are appropriate and will add to the mixed use nature of the subdistrict.
Base Zoning	The standards applied to this Subdistrict shall follow MUI zoning district except where standards in this document are more specific or change the standards of the base zoning district.
FAR	5.0, according to MUI.
Dwelling Units	Development intensity is determined by FAR only.
Front Setback or Build-to Zone	For the primary facade of a building, the build-to zone shall be 0-20' from the back of sidewalk of a Parkway or internal drive. Exceptions may be made for a primary facade facing open space. • In relationship to Parkways, buildings may be located behind one double-loaded aisle of parking. • Pedestrian entrances of buildings shall be oriented toward Parkways, internal drives, or open space. • Hotel and Office entrances may include a porte cochere or drop-off facilities. • In areas designated as a Town Center configuration in the Final SP, the build-to zone standards of MUI-A zoning shall apply.
ISR	1.0, according to MUI.
Maximum Height at the Setback	8 stories
Height Control Plane or Stepback	1.5 to 1.0
Maximum Overall Height	Subdistrict General: 8 stories Properties with frontage on the major interchange/intersection:12 stories
Use Restrictions	According to MUI with the following: • Cash Advance is not permitted. • Check Cashing is not permitted. • Title Loan is not permitted.
Parking	According to MUI with the following: • Parking for retail shall be 1 space per 250 SF.
Signage	According to MUI.
Building Types	Big Box, Storefronts, Outparcel, Hotels, Offices, Mixed Use, and Residential buildings are allowed. Town Center development types are allowed.
Additional Notes	Vehicular access points to Outparcel buildings are restricted to internal drives and minor streets and shall not be from Parkways. Within this Subdistrict, Big Box developments are limited to 50% of the total subdistrict. This calculation shall be made by acreage and shall exclude public streets.

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