NASHVILLE & DAVIDSON COUNTY
MAR 02 2020
METROPOLITAN PLANNING DEPARTMENT

Century Farms
Beaman and Turner Properties Specific Plan
2015SP-005-10
Amendment 3

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HASTINGS ARCHITECTURE ASSOCIATES, LLC
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2016 Amendment (Amendment 1)

Ordinance No. BL2016-198 was approved in 216 and added 13.8 acres into the SP.

2017 Amendment (Amendment 2)

The 2017 Amendment to the SP revised signage standards for the Retail Subdistrict.

2020 Amendment (Amendment 3)

The 2020 Amendment is to add 2.92 acres to the Office Subdistrict, and revise subdistrict boundaries, development standards and signage standards.

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 currently consists of approximately 294 acres, after recent right-of-way dedications. The southern portion of the site was 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. A portion of the property was sold to Community Health Systems to support the office expansion. This expansion serves as the first phase of development within the Specific Plan Boundary. The northern portion of the site is owned by Century Farms, LLC and is mostly wooded. It lies between the Homeplace Farm and the old Target shopping center currently owned by D3 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 are under construction and will connect the interchange to existing streets. Existing streets will be improved to support the new development.

General Standards

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 the 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. The Master Plan illustrates the vision for the overall development, and illustrates ideas for building placement, parking location, and open space configurations.

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.

Where silent on specific regulations, the zoning code shall dictate development 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.

All final site plans shall be reviewed by Metro agencies and approved by the Planning Commission or Department in accordance with Section 17.40170 of the Zoning Code.

Landscape buffer yard requirements between uses and zoning districts within the SP boundaries are not required. Buffers to adjacent properties outside the SP boundary are required.

All new trees within new public rights-of-way shall count toward the tree density requirements.

All Public Facades shall also be Pedestrian Entrance Facades.

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.

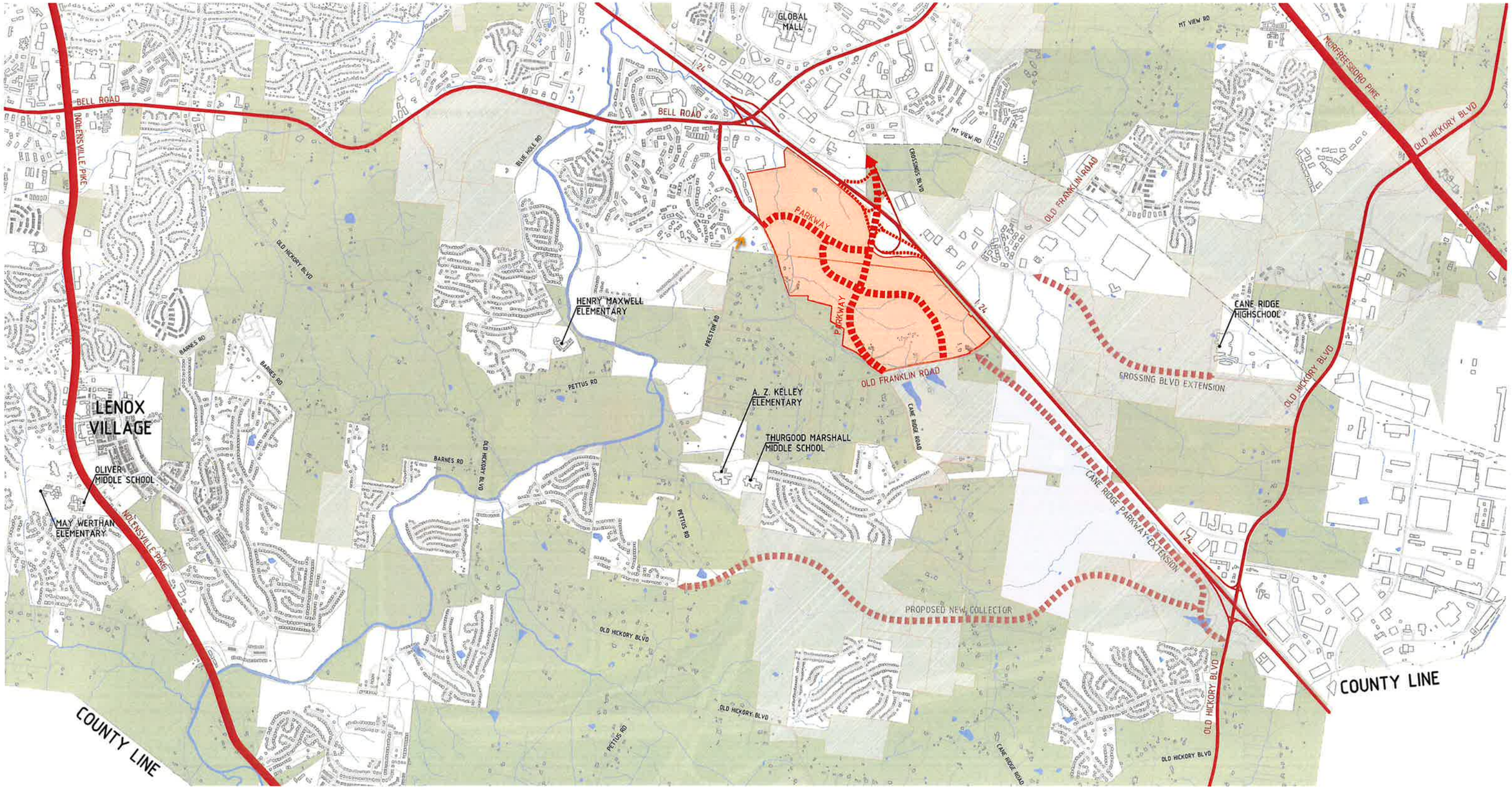
Rights-of-way improvements illustrated herein are conceptual and will require coordination with Metro Public Works and other agencies having jurisdiction over the project. Revisions to such, whether due to unforeseen conditions, existing conditions, or basic development of design intent, shall be reviewed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

Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the adopted plan, or add vehicular access points not currently present or approved.

If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 Zoning district for the Residential Subdistrict, SCR district for the Retail Subdistrict, MUL district for the Neighborhood Transition Subdistrict, and MUI district for the Office Concentration Subdistrict which were in place as of the preliminary SP approval and where possible.

A total of 1300 residential units are allocated within the SP, in the Residential, Neighborhood Transition, Mixed Use and Office Concentration Districts.

The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



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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MASTERPLAN

Amended SP, 2015SP-005-10, 03.02.2020

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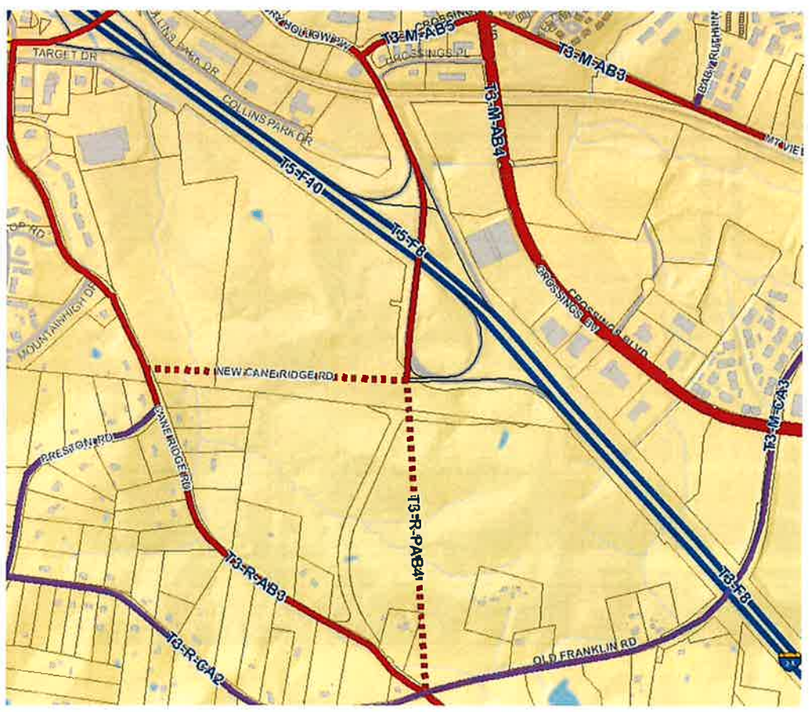
Mobility Network

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

The Master Plan, the Mobility Plan, and the Bicycle, Pedestrian, and Open Space Plan show a network of Parkways, streets, internal drives, and greenways. Priority has been given to balancing the needs of various forms of mobility. The plans show limited vehicular access points, multi-use paths with planting strips, and aligned crossings that will function as intersections. These and other design standards will allow for easier flow of motorized traffic and safer pedestrian crossings.

Exit 60 of Interstate 24 will be finished to allow access to the development site. The Interchange Access Request has been approved by the Federal Highway Administration. The modification of the interchange and parkways are currently under construction.

The proposed new 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 12-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.

A diagrammatic plan and cross-sections for improved existing streets and new streets are shown on the Mobility Network pages of this document. Similar cross-sections that balance various forms of mobility in a safe and attractive setting may be appropriate, and may be approved by the Planning Commission or its designee at the time of Final SP review. Additionally, the relationships of buildings to streets are shown on the Urban Design pages of this document.

A new design for the Hickory Hollow Parkway bridge over I-24 includes several travel lanes to accommodate mobility associated with the interstate. The cross-section also includes the continuation of the multi-use path. 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 the Roundabout towards Bell Road will be widened to four lanes with an 8-foot sidewalk added to one side within the project limits. From the southern roundabout to Old Franklin Road, the roadway will be widened to four lanes with an 8-foot sidewalk added on one side. The design of this cross-section reflects comments from Metro Planning and Metro Public Works.

Old Franklin Road will be 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 will 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.

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.

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).

Shared parking studies may be provided during the Final SP process for each development phase. Shared parking is allowed in all subdistricts and across subdistricts.

All roadway plans shall be consistent with the Complete Streets Executive Order and should incorporate NACTO guidelines which were in place as of the initial SP approval and where possible.

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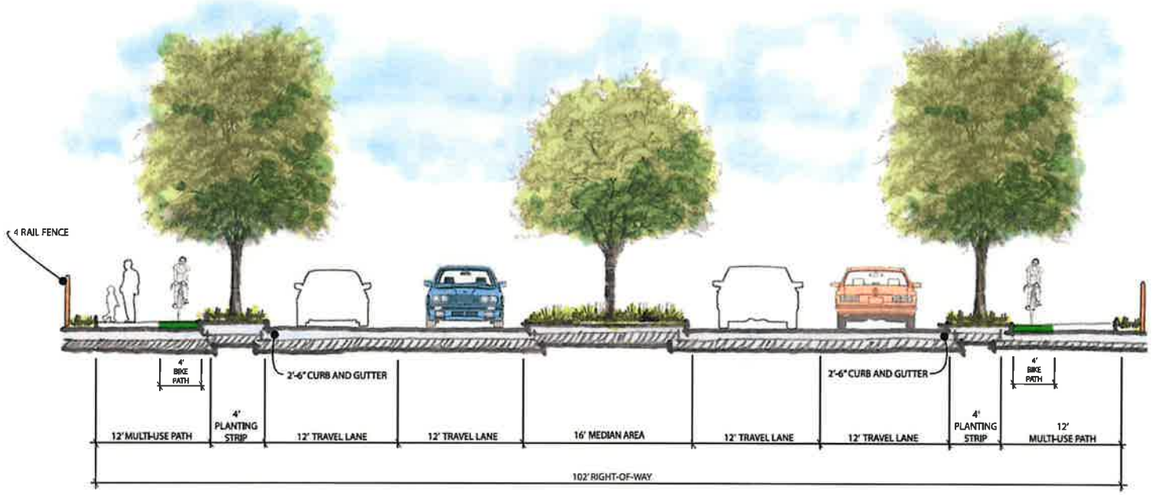
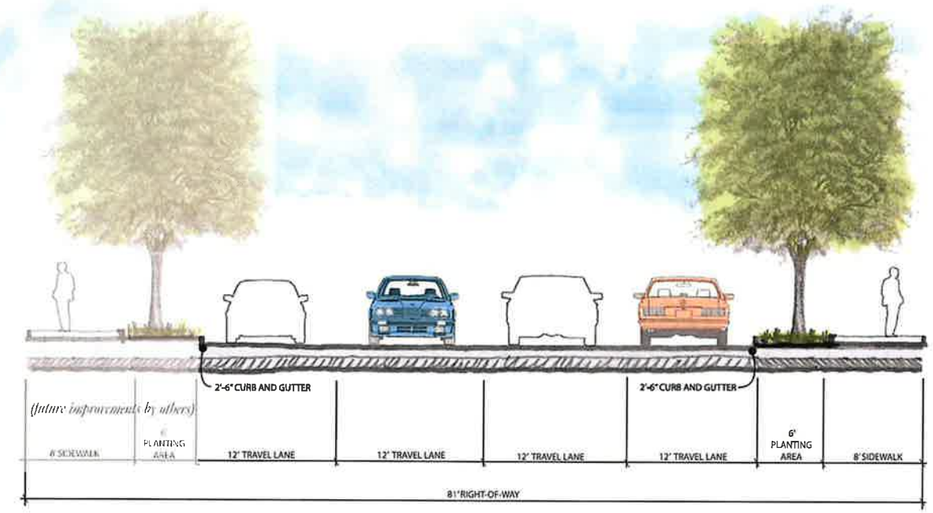
PARKWAY



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.

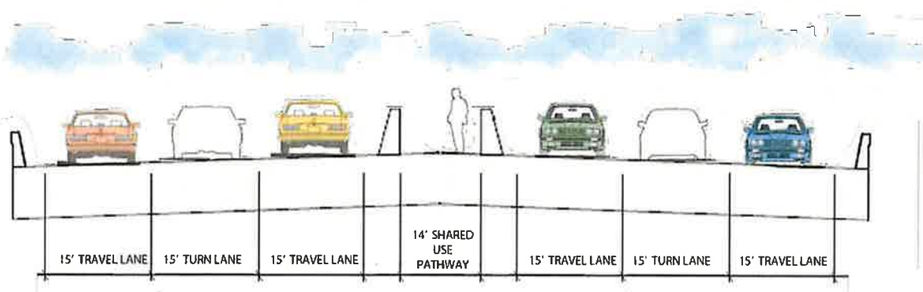
CANE RIDGE ROAD

(Approaching roundabout from Bell) Road



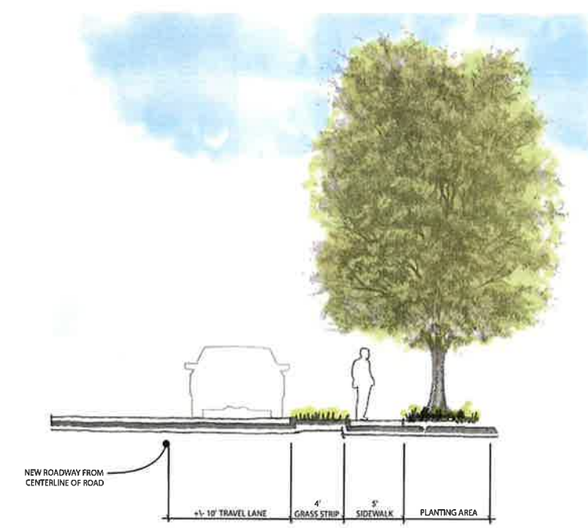
Cane Ridge Road, ±500 feet on each side of the roundabout at the entrance of the new development, will be improved to include two travel lanes in each direction, a grass strip and sidewalk at varying widths on the development side of the road, per existing approvals.

PARKWAY BRIDGE



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 a protected 14-foot shared use pathway in the center. This cross-section has been approved by TDOT and the Federal Highway Administration.

OLD FRANKLIN ROAD



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.

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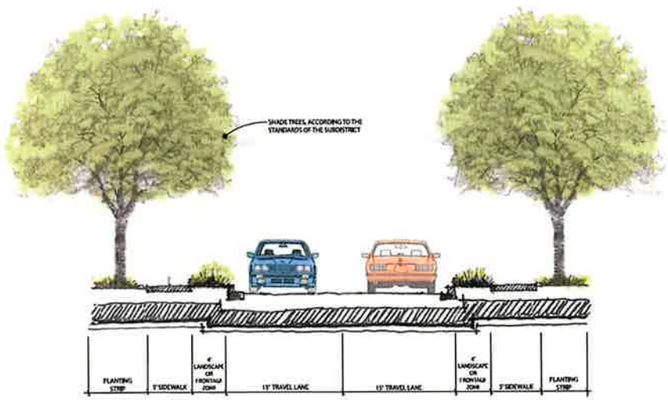
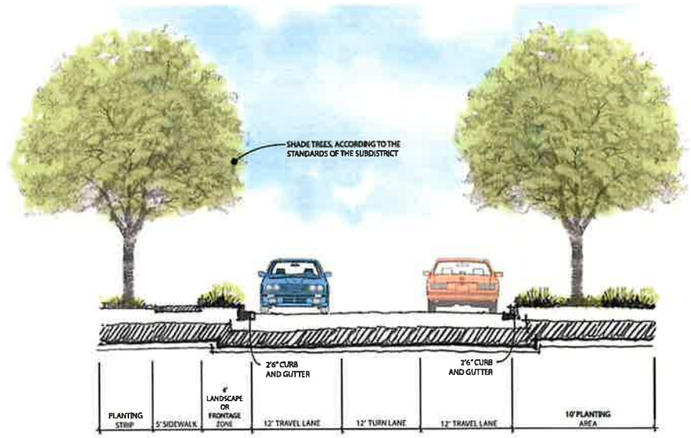
INTERNAL DRIVE 1



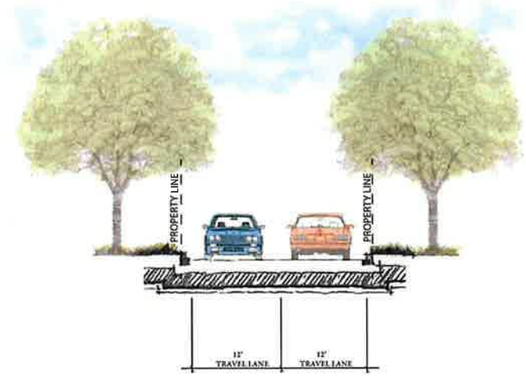
This illustration shows one option for Internal Drives that includes one travel lane in both directions, sidewalks may be present on one or both sides of the internal drive.

INTERNAL DRIVE 2



This illustration shows a second option for Internal Drives 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.

INTERNAL DRIVE 3



This illustration shows a third option for Internal Drives that serves as an access drive with one travel lane in both directions.

PHOTO EXAMPLES

Buildings may front an internal drive with parking beyond. See Subdistrict standards for when, if, and how this is allowed.

Option 2 allows a sidewalk with landscaping on one side of the internal drive with landscape buffering on the side adjacent to parking.

Option 3 allows on-street parking on internal drives.

Further standards on how the building relates to an internal drive are provided in the Building Types, Urban Design, and subdistrict standards.

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. Similar cross-sections that balance various forms of mobility in a safe and attractive setting may be appropriate, and may be approved by the Planning Commission or its designee at the time of Final SP review. The standards for the building's relationship to the street are included on the Urban Design pages of this document.

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To provide mobility choice throughout the site, multi-use paths will be included on Parkways.

The Parkways in the development will have two travel lanes in both directions, a landscaped median to accommodate turn lanes, planting strips and 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, on-street parking, street trees, and sidewalks can be provided on Internal Drives.

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

Buildings may be located at the sidewalk of streets or, in certain locations, 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.

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.

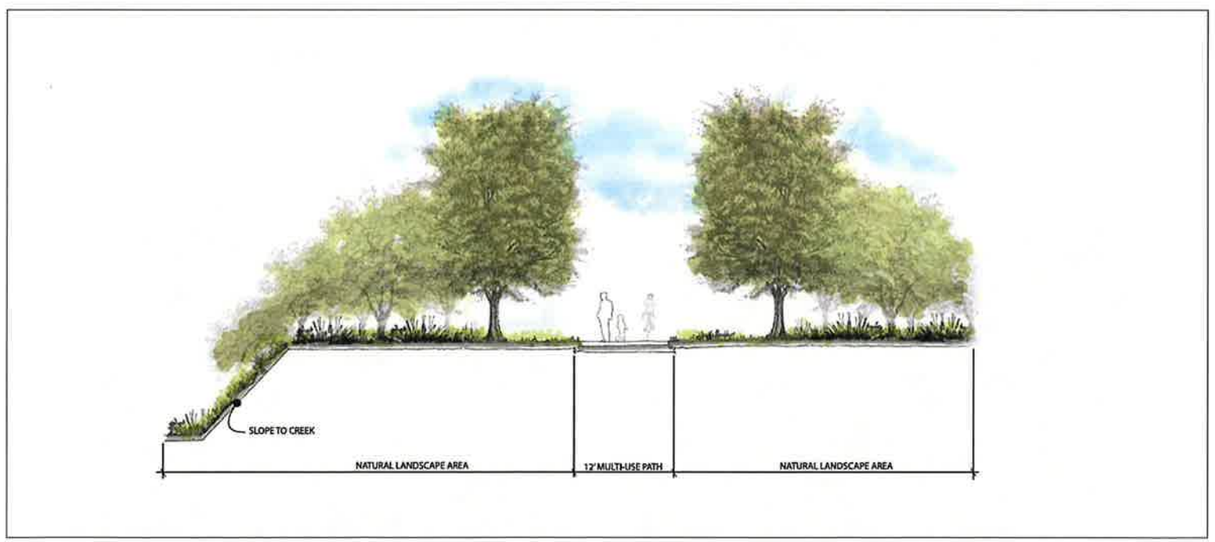
At the other end of the site, near the intersection of Cane Ridge Road and Old Franklin Road, is a prominent oak tree that has been an icon of the Turner Farm. This tree will be the centerpiece on this side of the development.

The cross-section of the Parkways includes 12-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 12-foot multi-use path and pedestrian lighting will be added. This design concept may be adapted to protect existing trees or respond to existing power lines.

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 on this side of the development.

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.

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.

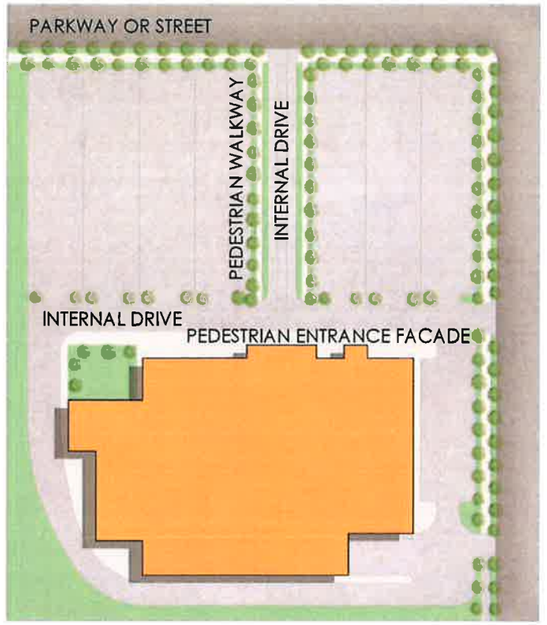
Residential buildings may be oriented toward formal or informal open spaces. These open spaces may be passive or active, and landscaped or hardscaped. These open spaces may be private or public.

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

Open spaces are an important part of the design of several subdistricts. A formal green or open space may be used to organize buildings and create a sense of place.

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

BIG BOX



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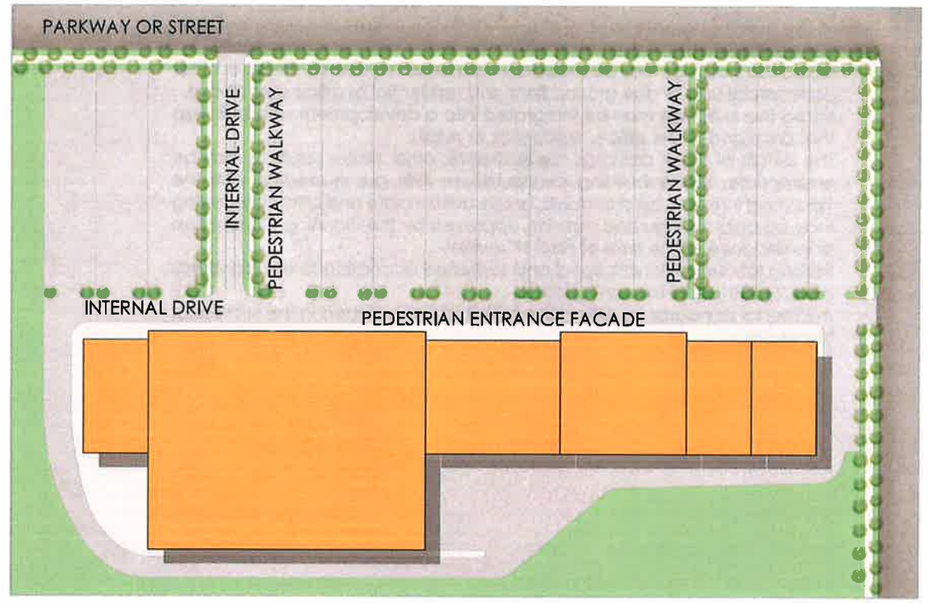

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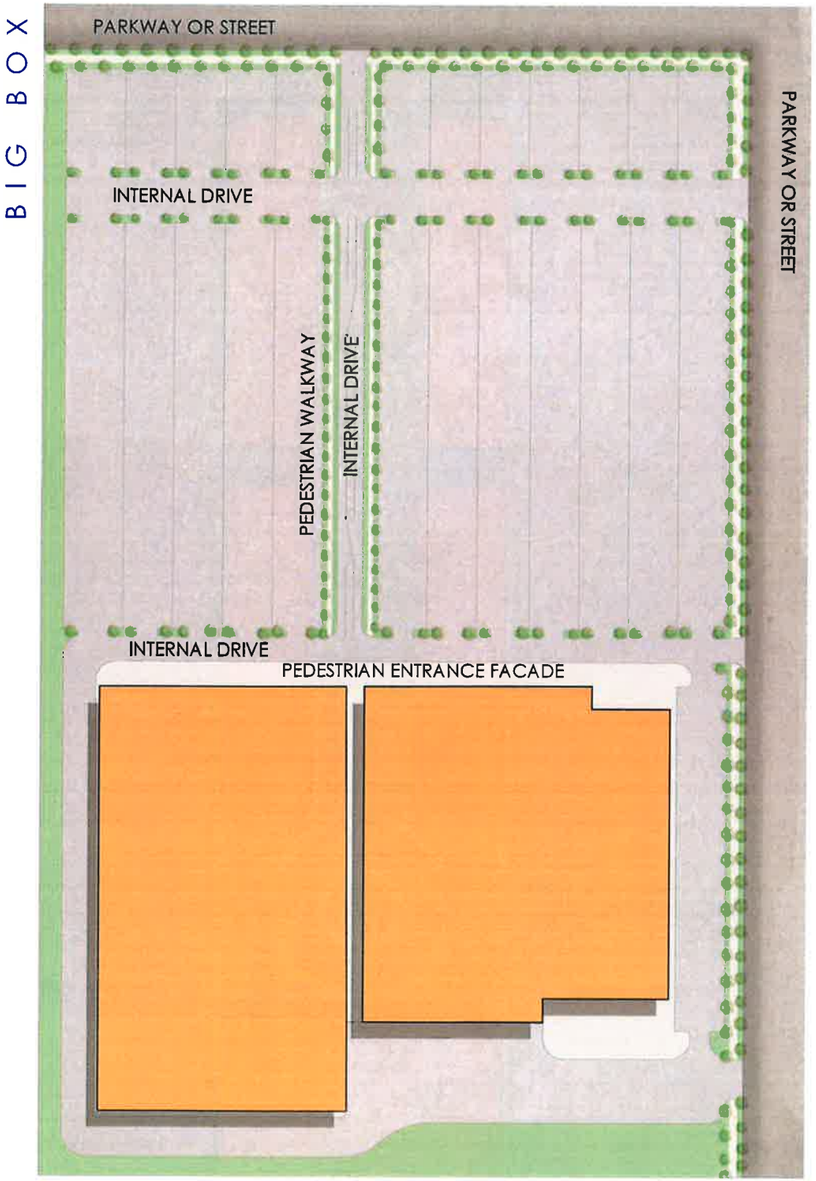

Big Boxes are buildings that contain commercial or entertainment uses and are over 100 feet in depth.

- The Pedestrian 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.
- Loading and back-of-house functions will be oriented away from Parkways.
- Big Box buildings may be group closely together and/or attached to buildings of a similar or complementary use. Loading and back-of-house functions may be consolidated.
- The details of these drawings are illustrative; other similar solutions may be appropriate. Similar building configurations that are in-keeping with the vision and intent of the standards, and provide a safe and attractive setting may be appropriate, and may be approved by the Planning Commission or its designee at the time of Final SP review.
- Parking lots will be landscaped and screened according to the standards of 17.24.130-160 of the zoning code.
- Additional standards for Big Box buildings are included in the Subdistrict Standards.

Pedestian walkway through parking to the Pedestrian Entrance Facade

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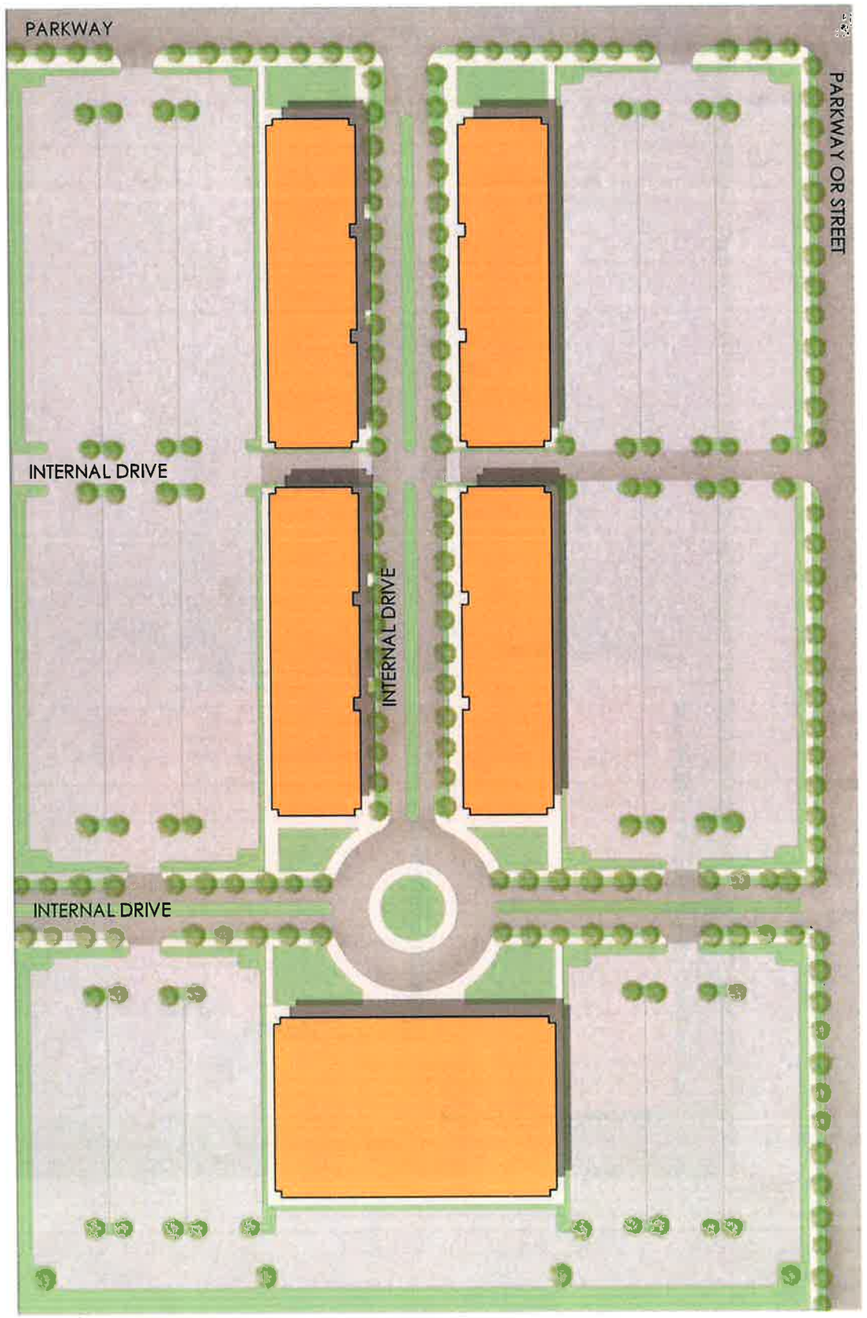
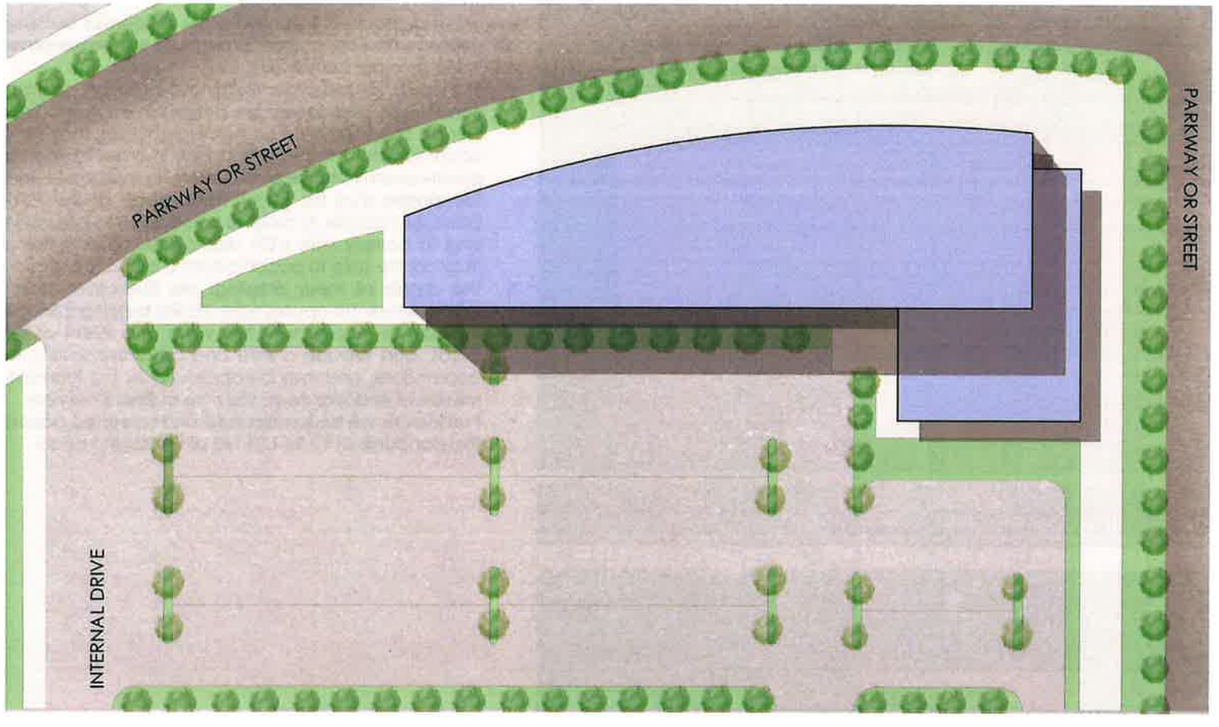
MIXED USE



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.
- The details of these drawings are illustrative; other similar solutions may be appropriate. Similar building configurations that are in-keeping with the vision and intent of the standards, and provide a safe and attractive setting may be appropriate, and may be approved by the Planning Commission or its designee at the time of Final SP review.
- Parking lots will be landscaped and screened according to the standards of 17.24.130-160 of the zoning code.
- Additional standards for Mixed Use buildings are included in the Subdistrict Standards.

HOTEL



With high visibility along I-24, and office, shopping, and mixed-use within the community, hotels may be an important component of subdistricts with interstate frontage.

- A Pedestrian Entrance Facade of a hotel may include a porte cochere or drop-off facilities.
- A Pedestrian Entrance Facade may be oriented toward a Parkway, street, internal drive, or parking lot.
- When the Pedestrian Entrance Facade is oriented toward parking, a Public Entrance Facade shall provided along a Parkway, street, or open space. The determination of these facades is done during the Final SP process.
- Hotel uses may be combined with other complementary uses in a Hotel building.
- The details of these drawings are illustrative; other similar solutions may be appropriate. Similar building configurations that are in-keeping with the vision and intent of the standards, and provide a safe and attractive setting may be appropriate, and may be approved by the Planning Commission or its designee at the time of Final SP review.
- Parking lots will be landscaped and screened according to the standards of 17.24.130-160 of the zoning code.
- Additional standards for Hotel buildings are included in the Subdistrict Standards.

STOREFRONT

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.
- Standards for setbacks and building orientation are included the Subdistrict standards.
- If the pedestrian entrance facade is oriented to an internal street or drive, a facade containing glazing facing a parkway shall be maintained.
- The details of these drawings are illustrative; other similar solutions may be appropriate. Similar building configurations that are in-keeping with the vision and intent of the standards, and provide a safe and attractive setting may be appropriate, and may be approved by the Planning Commission or its designee at the time of Final SP review.
- Parking lots will be landscaped and screened according to the standards of 17.24.130-160 of the zoning code.
- Additional standards for Storefront buildings are included in the Subdistrict Standards.

OUTPARCELS

Outparcels are small buildings on small parcels, often located near Parkways or streets.

- These buildings are often used to screen large parking lots of Big Box buildings.
- The design of Outparcel buildings will balance the needs of cars and pedestrians.
- Standards for setbacks and building orientation are included the Subdistrict standards.
- If the pedestrian entrance facade is oriented to an internal street or drive, a facade containing glazing facing a parkway shall be maintained.
- In Subdistricts in which Outparcels are allowed, the building and parcel may not be indicated on the Conceptual Master Plan but may be included in the Final SP process.
- The details of these drawings are illustrative; other similar solutions may be appropriate. Similar building configurations that are in-keeping with the vision and intent of the standards, and provide a safe and attractive setting may be appropriate, and may be approved by the Planning Commission or its designee at the time of Final SP review.
- Parking lots will be landscaped and screened according to the standards of 17.24.130-160 of the zoning code.
- Additional standards for Outparcel buildings are included in the Subdistrict Standards.

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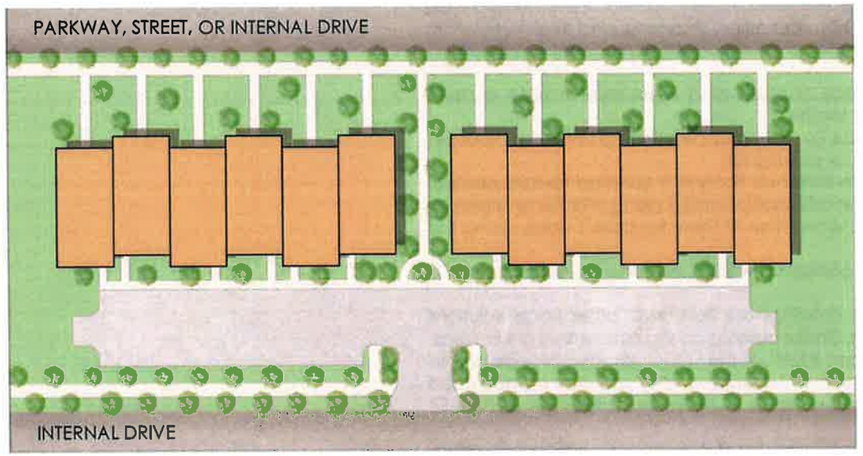
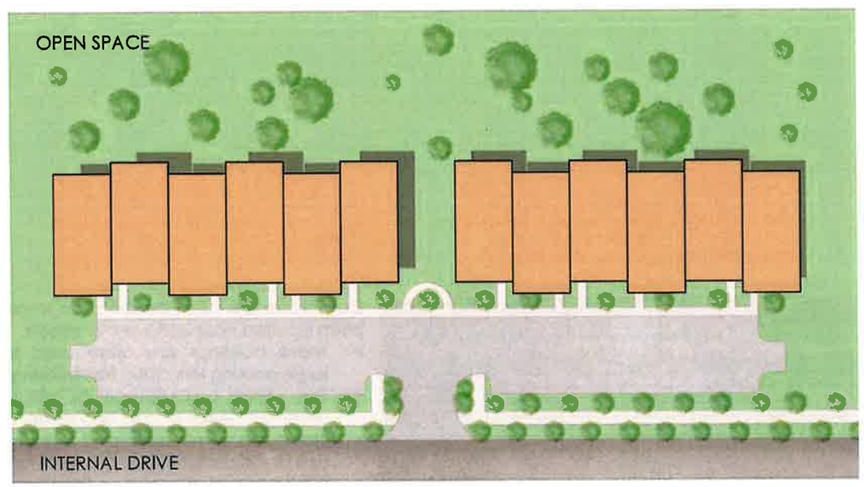
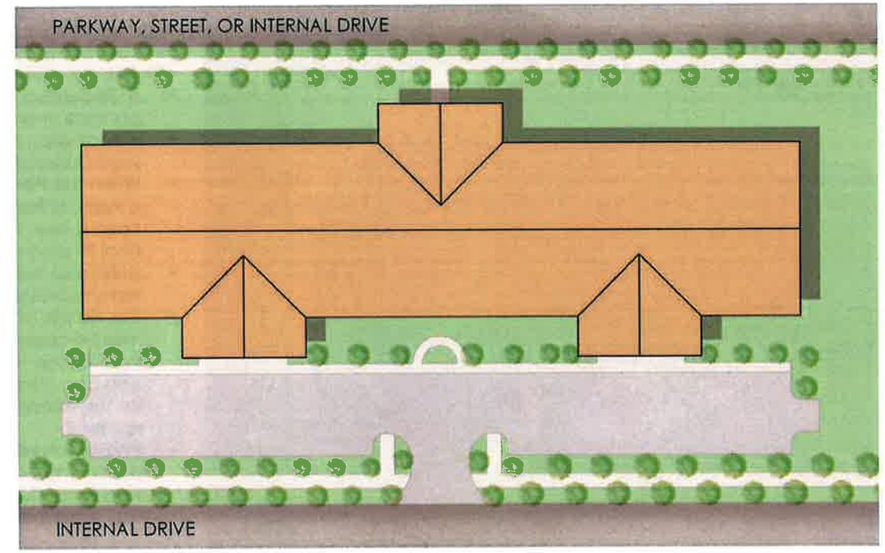
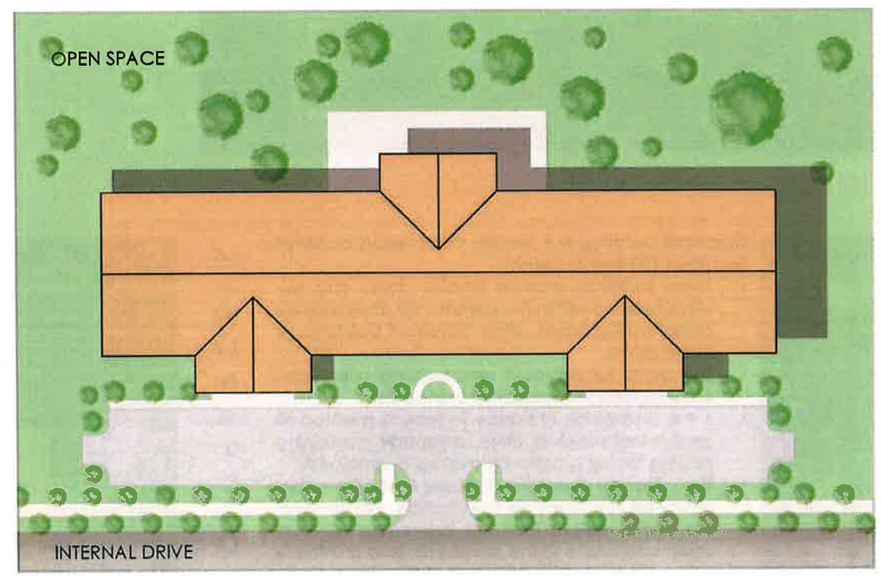
RESIDENTIAL BUILDINGS





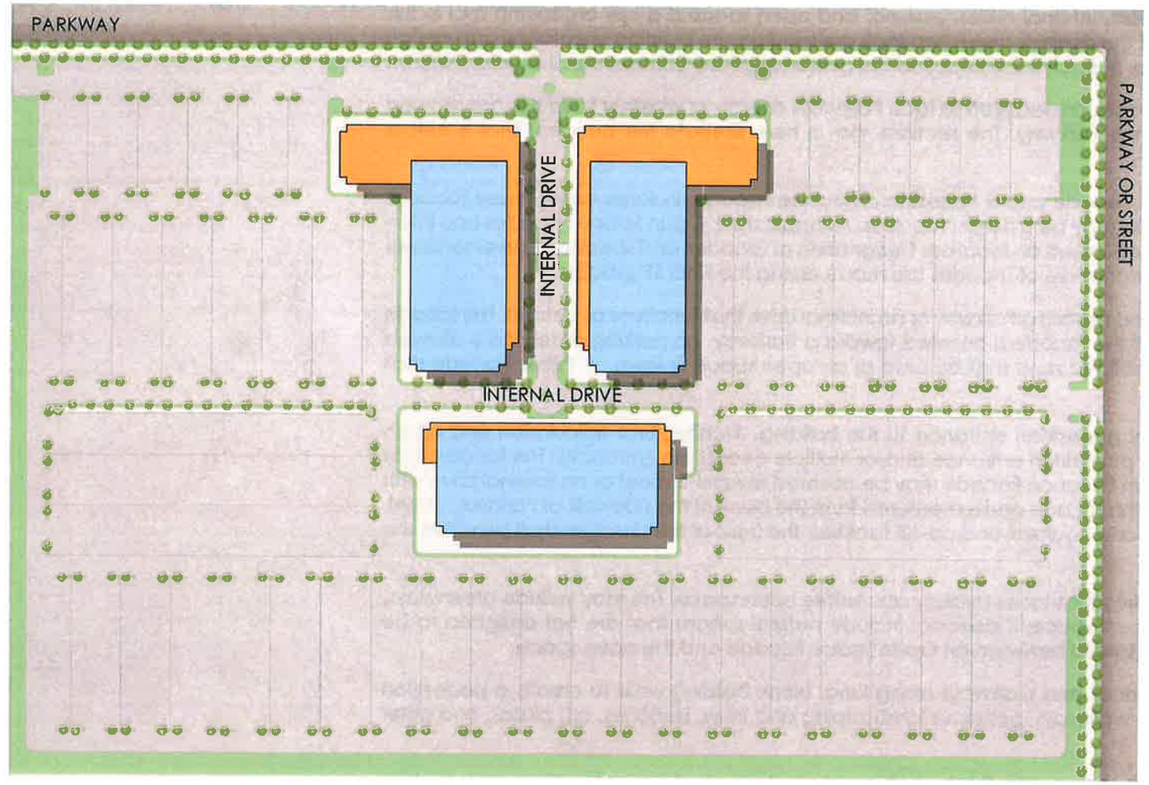




Townhouses, stacked flats, and other residential building types will enhance housing choice throughout the development and within the broader community.

- Standards for setbacks, building orientation, parking location, height, and density are defined in each Subdistrict.
- Certain building types, such as townhouses, may be able to accomodate a raised foundation in order to separate the private realm from the public realm. In such cases, the raised foundation shall be 18-36" from grade at the Pedestrian Entrance Facade. In order to be sensitive to natural features and to comply with ADA regulations, other building types may not be able to accomodate a raised foundation.
- The details of these drawings are illustrative; other similar solutions may be appropriate. Similar building configurations that are in-keeping with the vision and intent of the standards, and provide a safe and attractive setting may be appropriate, and may be approved by the Planning Commission or its designee at the time of Final SP review.
- Parking lots will be landscaped and screened according to the standards of 17.24.130-160 of the zoning code.

OFFICE BUILDINGS



Office buildings may develop in a grouping that creates a park-like setting. This may be in response to natural features or to create a more formal amenity open space.

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.
- Parking may be provided in parking lots or structures.
- Standards for setbacks and building orientation are included the Subdistrict standards.
- The details of these drawings are illustrative; other similar solutions may be appropriate. Similar building configurations that are in-keeping with the vision and intent of the standards, and provide a safe and attractive setting may be appropriate, and may be approved by the Planning Commission or its designee at the time of Final SP review.
- Parking lots will be landscaped and screened according to the standards of 17.24.130-160 of the zoning code.
- Additional standards for Office buildings are included in the Subdistrict Standards.

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 and the same. In other cases, they may 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 designations of facades are made during the Final SP process.

A Public Facade is typically the facade oriented toward a Parkway or an internal drive that functions as a street. 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. A Public Facade shall also be a Pedestrian Entrance Facade.

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. A Pedestrian Entrance 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 an Open Space Facade and the open space.

All building forms shall require building entrances and walkways along long, blank building walls to create a pedestrian friendly environment through the use of wide walkways, generous landscaping and trees, benches, art, plazas, and other similar enhancements.

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.

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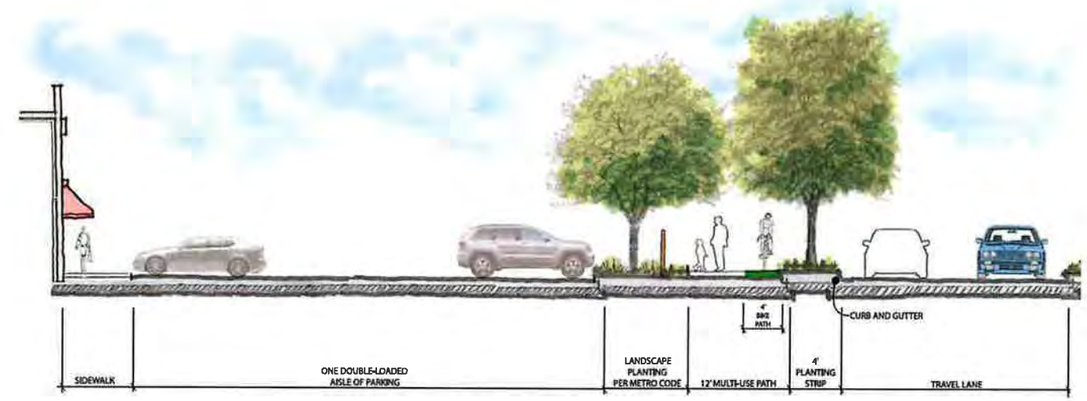
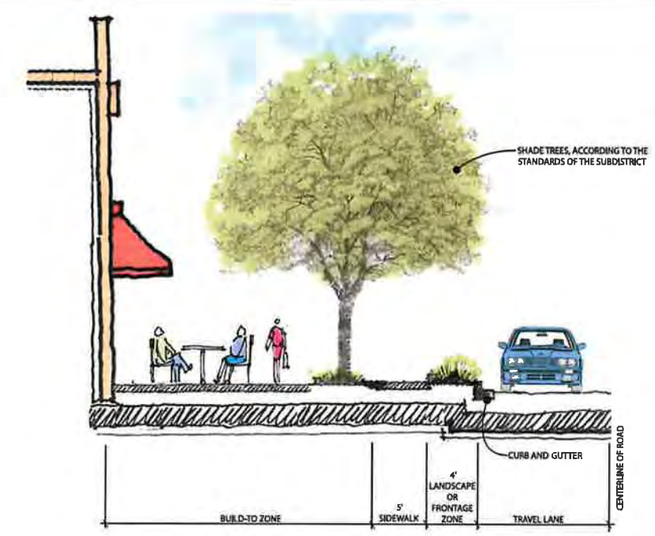


Building and street development section, where a building is allowed to be behind one double-loaded aisle of parking.



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.

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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The Master Plan is divided into five distinct subdistricts - Residential, Retail, Neighborhood Transition, Office Concentration, and Mixed Use. The character of each is supportive of the others, and contributes to a cohesive vision of a community center that provides housing, shopping, services, and jobs for the community and the region. The policies of the District: Destination Retail community character policy guide the standards and intent of each subdistrict.

The Residential Subdistrict provides a transition between the adjacent residential land uses and the proposed mixed-use development. This subdistrict responds to the natural features of the site, allowing buildings that step along the topography, preserve natural vegetation, and use the nearby creek as an amenity and an asset. Vehicular connections are balanced with pedestrian movements, and a priority is placed on pedestrian and bicycling connections, and open space orientation. Landscaping is naturalistic, and lighting and signage are minimal.

The Retail Subdistrict is designed for regional retail and complementary uses. Large-footprint, single-use buildings or groups of buildings are allowed within this subdistrict, and are designated for such uses. The standards of the subdistrict balance auto mobility with walking and cycling. The community-wide pedestrian and bicycle network is integrated into this subdistrict, allowing moblity options. Parking lots are organized in a manner that provides a block structure for future development. Regulations break down the scale of large parking lots and large buildings while balancing the needs of regional retail. Signage is allowed greater flexibility than other subdistricts.

The Neighborhood Transition Subdistrict provides services and uses that transition between the existing and emerging neighborhoods nearby, and the proposed mixed-use development. Natural features - including topography and a creek - are used as assets within the subdistrict. The buildings within this subdistrict are smaller footprint and parking lots are accordingly smaller. Buildings may be mixed-use or single-use commercial or residential. Site design is more formal, and buildings are oriented toward streets or open space.

The Office Concentration Subdistrict provides large-footprint office buildings for local and regional employment. Bulidings are oriented toward streets or open space, and parking is provided behind or beside buildings in lots or structures. This subidstrict takes advantage of the visibility and access provided by Interstate 24, and taller buildings are allowed nearer the interstate. Access is balanced between auto, pedestrian, and cyclist, and the subdistrict is connected to the overall mixed-use development through streets, open spaces, and greenways.

The Mixed Use Subdistrict allows a uniquely urban development type within a suburban location. Buildings are oriented toward internal streets or open space, and site design is more formal. Retail, commercial, entertainment, hotel, and mixed-use buildings are envisioned to complement the nearby retail and office uses. The Mixed Use Subdistrict is the physical center of the development, and combines the uses and intensity of the other subdistricts in a cohesive, pedestrian-oriented environment. The subdistrict is connected to all subdistricts with aligned streets, open spaces, and greenways.

The drawings, diagrams, plans, illustrative photos, guiding principles and regulations of this document are supported by and supportive of the Destination Retail community character policy, and create a unique destination retail, mixed-use community center for Southeast Nashville. The development will integrate retail, commercial uses, office, hotel, and residential buildings into a 21st century mixed-use suburban community that can meet the needs of the current community while setting a framework for future development.

Acreage	+/- 30 acres, up to 35 acres.
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. Cane Ridge Road will be improved to the entrance of the new development. Maintaining the rural character of the road beyond the entrance to the development was a request of the community and a commitment maintained by the applicant. To this end, design guidance in this Subdistrict for the preservation of natural features such as topography, the creek, the creek buffer, and natural open space, building orientation and parking location are allowed flexibility not allowed in other subdistricts. 3. The creek will be prioritized as an amenity to the subdistrict, the larger development, and the entire community. Its associated flood plain and required stream buffers are intended to be active and passive open space for the community to enjoy nature and recreation. 4. 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. 5. Natural and formal open spaces will connect to the open space and pedestrian network of the larger development.

Guiding Principles	6. Residential buildings - whether stacked flats or townhouses - will respond to the topography and natural features of the site. 7. In order to meet shifting demographics and a variety of price-points within the community, a variety of housing types are encouraged. 8. Pedestrian connections - including multi-use paths, greenways, and sidewalks - will connect the residential buildings within this subdistrict to the resources of the mixed use development and the broader community. 9. To the extent allowed by external regulations, the gas easement will be utilized as an open space amenity.
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, up to 500 units maximum/not to exceed 1300 units within the SP.
ISR	According to RM20.
Front Setback or Build-to Zone	During the Final SP process, facades shall be identified in accordance with the Urban Design pages of this document. • The build-to zone of Pedestrian Entrance Facades shall be 0-20' from back of the sidewalk of a Parkway, street, internal drive, or landscape bufferyard.
Maximum Height at the Setback or Build-to Zone	5 stories
Height Control Plane or Stepback	None.
Maximum Overall Height	5 stories. Maximum height shall be measured from the lowest grade adjacent to the building.
Use Restrictions	According to RM20.
Parking	According to RM20.
Signage	According to RM20. Ground signs are limited to monument signs. Pole signs are prohibited. Billboards are prohibited. Digital signs, except when used for the display of gas pricing, are prohibited. LED lighting is allowed for static signs.
Building and Development Types	Stacked Flats, townhouses, and other residential building types are allowed. A mixture of housing types is required within the overall development.
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. A landscape buffer yard, Standard B-1 or equivalent, shall be provided as shown on the plan. With submittal of final site plan for any residential units fronting Cane Ridge Road, a detailed landscaping plan providing an appropriate buffer between Cane Ridge Road and any parking located in front of structures shall be provided. Parking is prohibited between a residential building and the parkway. The addition of a 6' sidewalk along Cane Ridge Road from the roundabout heading south along the new development frontage will be added.

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LEGEND:

PEDESTRIAN ENTRANCE FACADE

Acreage	+/- 75 acres, to a maximum of 81 acres.
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 building types and 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	During the Final SP process, facades shall be identified in accordance with the Urban Design pages of this document. • The build-to zone of Pedestrian Entrance Facades shall be 0-20' from back of the sidewalk of a Parkway, street or internal drive. • Pedestrian Entrance Facades of Big Boxes shall be oriented toward an internal drive with parking beyond.
Maximum Height at the Setback	80 feet
Height Control Plane or Step-back	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. • Parking for accessory storage or warehousing within a retail building shall be calculated separately from parking for retail. Such parking shall be provided at a ratio of 1 space per 1000 SF of storage or warehousing. • Parking for hotel shall be 1 space per rooming unit.
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. Outparcels may not be indicated on the Master Plan but may be included in the Final SP process, and are subject to the standards of this Subdistrict and the Urban Design standards for Outparcels. On Pedestrian 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. For buildings larger than 200,000 SF, at least one designated pedestrian walkway will be provided through the parking lot to the Pedestrian Entrance Facade.

LEGEND:

PEDESTRIAN ENTRANCE FACADE

Signage

Signage Standards are per the requirements of SCR, except for the following standards that shall be applied to Area 2:

Building Signs

Building, Tower & Entry Signs: Each façade of the Principle Buildings shall be allowed signage equal to 15% of the façade, plus:

- a mix of 5' & 10' tall sign band for placement of 3'-4' tall and 8' tall (larger tenant spaces) tenant signs on front, rear and side of each façade of the Principal Buildings. Tenant signs on rear and side façade of Principal Buildings are not required to be located on tenants' spaces.
- (2) four-sided Building Towers at a maximum height of 50' and a total maximum sign area of 1,071 SF per tower.
- (1) four-sided Building Tower at a maximum height of 45' with a total maximum sign area of 588 SF.
- (10) Graphic Panels with a maximum sign area of 350 SF each, placed on Parkway, Interstate and rear facing facades of Principal Buildings.
- (2) Entry Drive Wall Façade Signs (facing entrance drives) with a total maximum sign area of 560 SF for each sign wall. gn height of 35' and a total maximum sign area of 250 SF per side.

Signage continued

Ground Signs

- IInterstate Sign: (1) Interstate Sign with a maximum sign height of 110' and a total maximum sign area of 3,672 SF per side.
- Off-site Interstate Sign: (1) Retail Center identification panel with a maximum sign area of 1000 SF. Sign panel to be placed on Off-site Interstate Sign located at the northern end of master development along I-24.
- Surface Street Oriented Signs: Lots with frontage greater than 500 feet are allowed four signs oriented towards surface streets.
  - (1) Main Entrance Drive Monument Sign with a maximum sign height of 25' and a total maximum sign area of 200 SF per side.
  - (2) Entrance Drive Monument Signs with a maximum sign height of 15' and a total maximum sign area of 80 SF per side.
  - (1) Retail Center Identification Monument Sign with a maximum sign height of 35' and a total maximum sign area of 250 SF per side.
- Main Entrance Drive Wayfinding Signs: (6) Main Entry Drive Wayfinding Signs (facing main entry drive) with a maximum sign height of 4' and a maximum sign area of 64 SF per sign.
- Adjoining Parcel Wayfinding Signs: (2) Entry Drive Wayfinding Signs (facing entrance drives) with a maximum sign height of 4', a max of 4 sign panels and a total maximum sign area of 36 SF per sign.
- Off-site Monument Sign: (1) Off-site Monument Sign with a maximum height of 15' and a maximum sign area of 80 SF per side.
- Parking Area Vehicular Wayfinding Signs: (15) PAVW-Signs with a maximum height of 8' tall and a maximum sign area of 32 SF per side (total maximum sign area of all PAVW-Signs 960 SF).
- Parking Area Identifier Signs: (15) PAI-Signs located on parking lot light poles set at a maximum height of 32' and a maximum sign area of 17 SF per side (total maximum sign area of all PAI-Sings 510 SF).
- Pedestrian Wayfinding Signs: (23) PW-Signs with a maximum height of 8' tall and a maximum sign area of 22 SF per side (total maximum sign area of all PW-Signs 920 SF). Signs will be a mixture of digital and static directories.
- Shopper Services Signs: (2) SS-Signs with a maximum height of 2' tall and a maximum sign area of 40 SF per sign.
- Flag: (1) flag with a maximum height of 10' tall on a 75' pole.
- Billboard: (1) existing billboard of approximately 14' x 48' to be used by Retail Area 2 tenant.
- Development signage shown on Page 29 is in addition to signage permitted in Retail Area 2.

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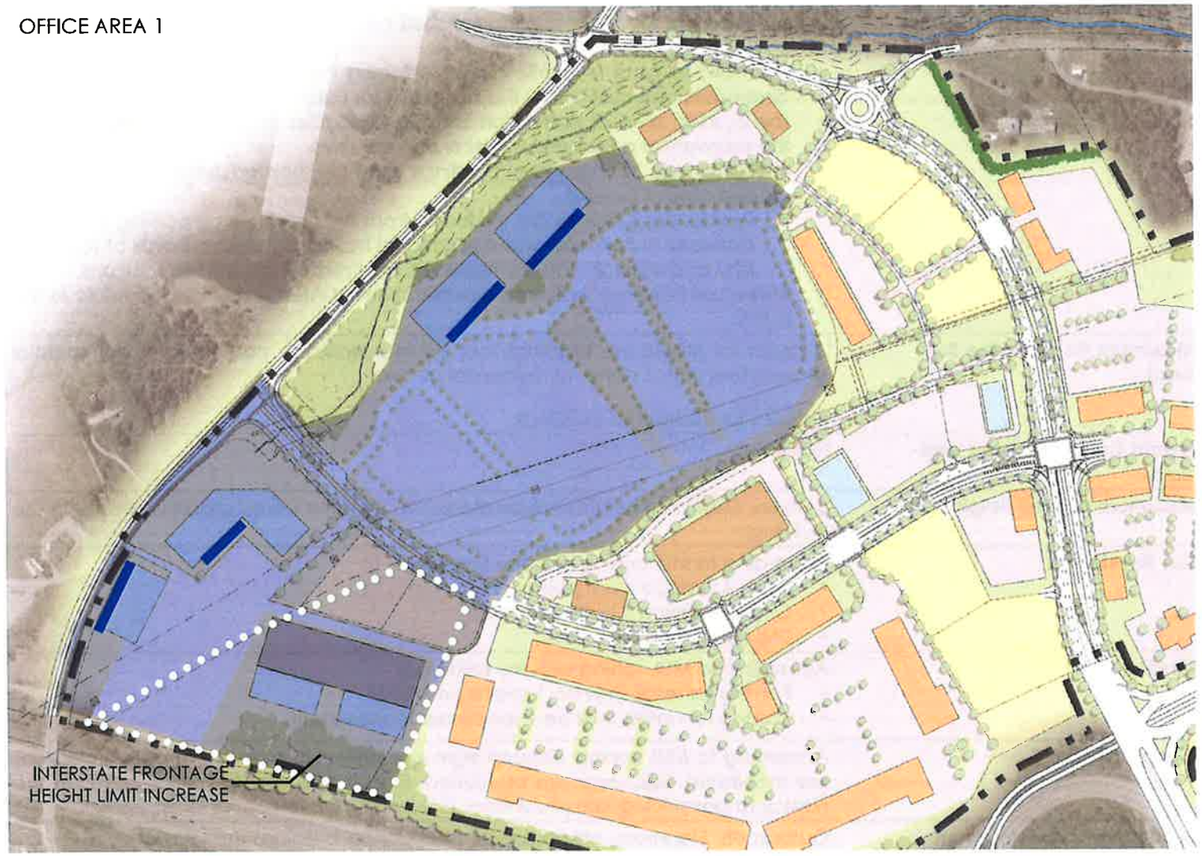
Acreage	+/- 43 acres, to a maximum of 61 acres.
Guiding Principles	1. This subdistrict will develop as housing or smaller scale commercial uses, or smaller scale mixed use buildings that accommodate both types of uses. 2. Housing will respond to and celebrate the natural resources of the site and provides a transition in use and scale from the surrounding neighborhoods into the proposed mixed use development. 3. The creek will be prioritized as an amenity to the subdistrict, the larger development, and the entire community. Its associated flood plain and required stream buffers are intended to be active and passive open space for the community to enjoy nature and recreation. 4. 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. 5. Residential buildings - whether stacked flats or townhouses - will respond to the topography and natural features of the site. 6. In order to meet shifting demographics and a variety of price-points within the community, a variety of housing types are encouraged. These housing types may include stacked flats, townhouses, or units within mixed use buildings. A minimum of two housing types will be provided within this subdistrict. 7. 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	A maximum of up to 600 dwelling units are allowed in this Subdistrict, not to exceed 1300 units within the entire SP.
ISR	0.9, according to MUL zoning.

Front Setback or Build-to Zone	During the Final SP process, facades shall be identified in accordance with the Urban Design pages of this document. • The build-to zone of Public Facades facing Parkways have no restriction on dimension, and shall follow the standards for Public Facades. • The build-to zone of Pedestrian Entrance Facades shall be 0-20' from back of the sidewalk of a Parkway, street or internal drive. • 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. The constraints of topography and natural features, however, may require alternative solutions. • Mixed Use buildings shall face a public street or internal drive that is visible to the public.
Maximum Height at the Setback	3 stories for Mixed Use buildings, but up to 4 stories if containing a commercial ground floor with 3 stories of residential above. 5 stories for Residential buildings.
Height Control Plane or Stepback	None.
Maximum Overall Height	5 stories. Maximum height shall be measured from the lowest grade adjacent to the building.
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. • Parking for hotels shall be 1 space per rooming unit.
Signage	According to MUL zoning. Ground signs are limited to monument signs. Pole signs are prohibited. Billboards are prohibited. Digital signs, except when used for the display of gas pricing, are prohibited. LED lighting is allowed for static signs.
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. Outparcels may not be indicated on the Master Plan but may be included in the Final SP process, and are subject to the standards of this Subdistrict and the Urban Design standards for Outparcels. A landscape buffer yard, Standard B-1 or equivalent, shall be provided as shown on the plan. Exceptions shall be made within utility easements. Raised foundations a minimum of 18" and a maximum of 36" are required for all residential buildings. Exceptions may be allowed for stacked flat buildings when significant grades exist and must be reviewed with the submittal of a final site plan.

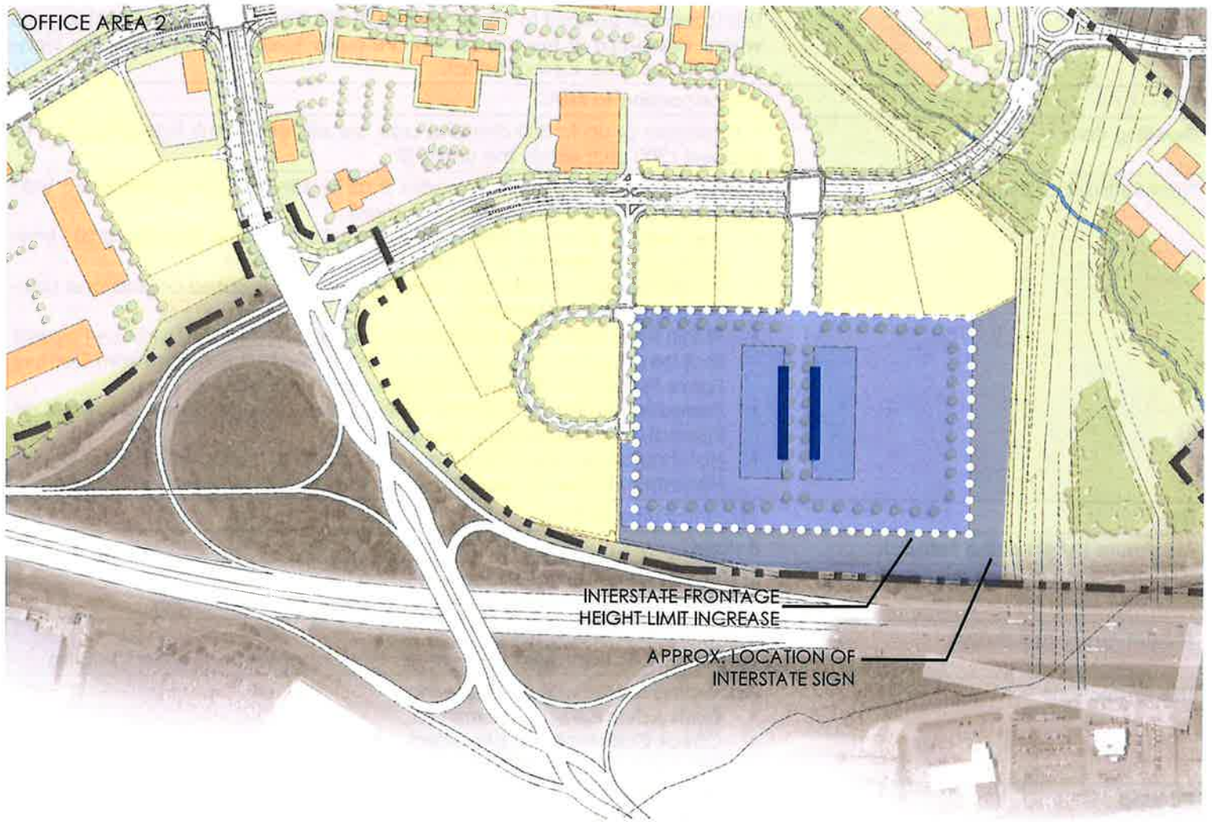
OFFICE AREA 1



LEGEND:

PUBLIC FACADE

Acreage	+/- 84 acres, to a maximum of 85 acres.
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	A maximum of up to 300 dwelling units are allowed in this Subdistrict, not to exceed 1300 units within the entire SP.
Front Setback or Build-to Zone	During the Final SP process, facades shall be identified in accordance with the Urban Design pages of this document and the Additional Notes of this Subdistrict. • The build-to zone of Public Facades facing Parkways have no restriction on dimension, and shall follow the standards for Public Facades. • The build-to zone of Pedestrian Entrance Facades shall be 0-30' from back of the sidewalk of a Parkway, street or internal drive. Portions of this facade may be farther away from the back of sidewalk in order to preserve the iconic features of the site such as the Century Farms oak tree. • Pedestrian Entrance Facades of Office or Mixed Use buildings may be oriented toward an internal drive with parking beyond. • In relationship to Parkways, buildings may be located behind one double-loaded aisle of parking. • As explained in the standards for Public Facades, this excludes Public Facades. • Hotel and Office buildings may include a porte cochere or drop-off facilities on the Pedestrian Entrance facade, which may permit a wider build-to zone.
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



LEGEND:
PUBLIC FACADE

Height Control Plane or Stepback	Subdistrict General: none required Properties with Interstate Frontage: 15' minimum after 8 stories
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. • Parking for hotels shall be 1 space per rooming unit.
Signage	According to MUI. Ground signs are limited to monument signs. Pole signs are prohibited. New billboards are prohibited. Digital signs, except when used for the display of gas pricing, are prohibited. LED lighting is allowed for static signs. Ground signs lcoated in the Interstate Frontage Height Limit Increase Area within Office Area 1 are permitted to be 25 feet in height. Additionally, Office Area 2 is permitted one internally illuminated Interstate Sign, with a maximum area of 3,672 SF per side, and 110 feet maximum height.
Building and Development Types	Hotels, Offices, and Mixed Use buildings are allowed.
Additional Notes	Raised foundations of a minimum of 18" and a maximum of 36" are required for all residential buildings.

INTERSTATE AND INTERSECTION FRONTAGE AREAS.
PROPOSED HEIGHT LIMIT INCREASE.

Acreage	+/- 65 acres, to a maximum of 75 acres.
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	A maximum of up to 300 dwelling units are allowed in this Subdistrict, not to exceed 1300 units within the entire SP.
Front Setback or Build-to Zone	During the Final SP process, facades shall be identified in accordance with the Urban Design pages of this document. • The build-to zone of Pedestrian Entrance Facades shall be 0-20' from back of the sidewalk of a Parkway or internal drive. • In relationship to Parkways, buildings may be located behind one double-loaded aisle of parking. • Within this Subdistrict, a Public Facade and a Pedestrian Entrance Facade shall be provided for a minimum of 25% of the buildings that front Century Farms Parkway in the area indicated on the Subdistrict Plan. • Pedestrian Entrance Facades of Big Boxes may be oriented toward an internal drive with parking beyond. • Hotel buildings may include a porte cochere or drop-off facilities on the Pedestrian Entrance facade, which may permit a wider build-to zone.
ISR	1.0, according to MUI.
Maximum Height at the Setback	8 stories
Height Control Plane or Stepback	Subdistrict General: none required Properties with Interstate Frontage: 15' minimum after 8 stories
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. • Parking for hotel shall be 1 space per rooming unit.
Signage	According to MUI. Ground signs are limited to monument signs. Pole signs are prohibited. Billboards are prohibited. Digital signs, except when used for the display of gas pricing, are prohibited. LED lighting is allowed for static signs. Ground signs located in the Interstate and Intersection Frontage Areas are permitted to be a maximum of 25 feet in height.
Building Types	Big Box, Storefronts, Outparcels, Hotels, Offices, 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. Within this Subdistrict, Big Box developments are limited to 25 acres. This calculation shall be made by acreage and shall exclude public streets. Big Box buildings are limited to the area between the interstate and the parkway. Raised foundations of a minimum of 18" and a maximum of 36" are required for all residential buildings.

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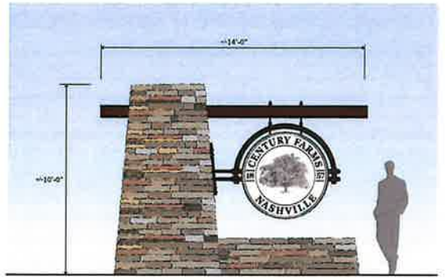
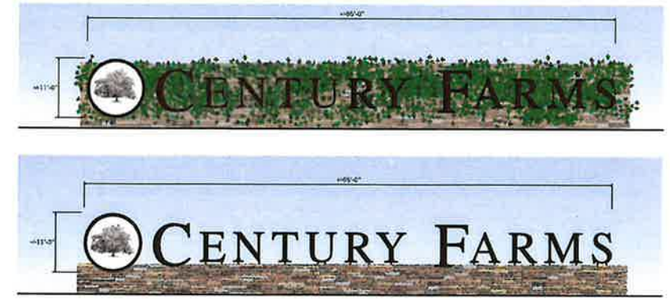
BARGE DESIGN SOLUTIONS
HASTINGS ARCHITECTURE ASSOCIATES, LLC
Hawkins Partners, Inc. landscape architects

GATEWAY SIGN CHARACTER IMAGE

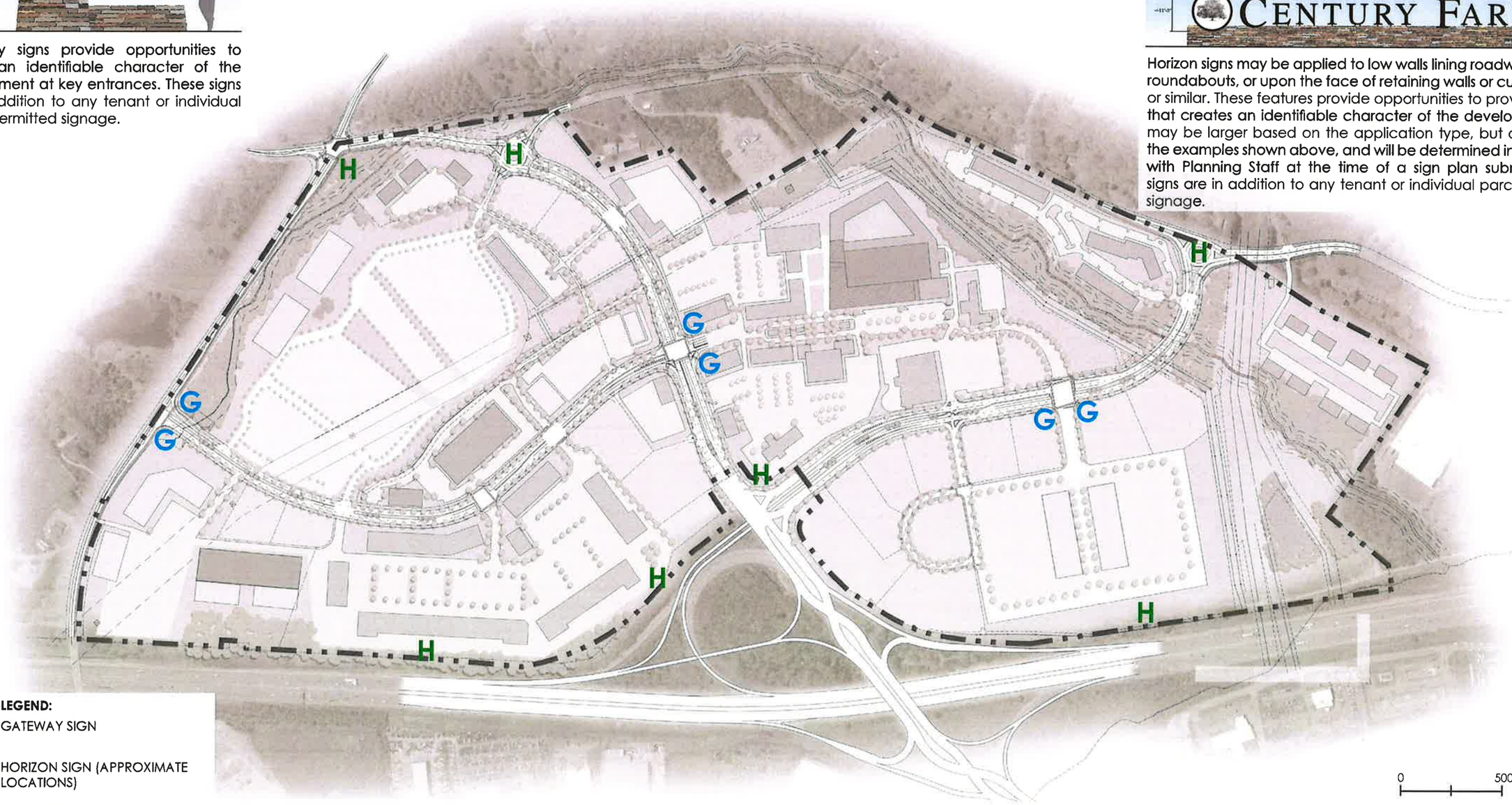


Gateway signs provide opportunities to create an identifiable character of the development at key entrances. These signs are in addition to any tenant or individual parcel permitted signage.

HORIZON SIGN CHARACTER IMAGE



Horizon signs may be applied to low walls lining roadways or within roundabouts, or upon the face of retaining walls or cut rock faces, or similar. These features provide opportunities to provide signage that creates an identifiable character of the development. Sizes may be larger based on the application type, but are similar to the examples shown above, and will be determined in consultaion with Planning Staff at the time of a sign plan submittal. These signs are in addition to any tenant or individual parcel permitted signage.



LEGEND:

G GATEWAY SIGN

H HORIZON SIGN (APPROXIMATE LOCATIONS)

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Hawkins Partners, Inc. landscape architects

0 60' 192' 408'

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BUILDING SIGN LOCATIONS

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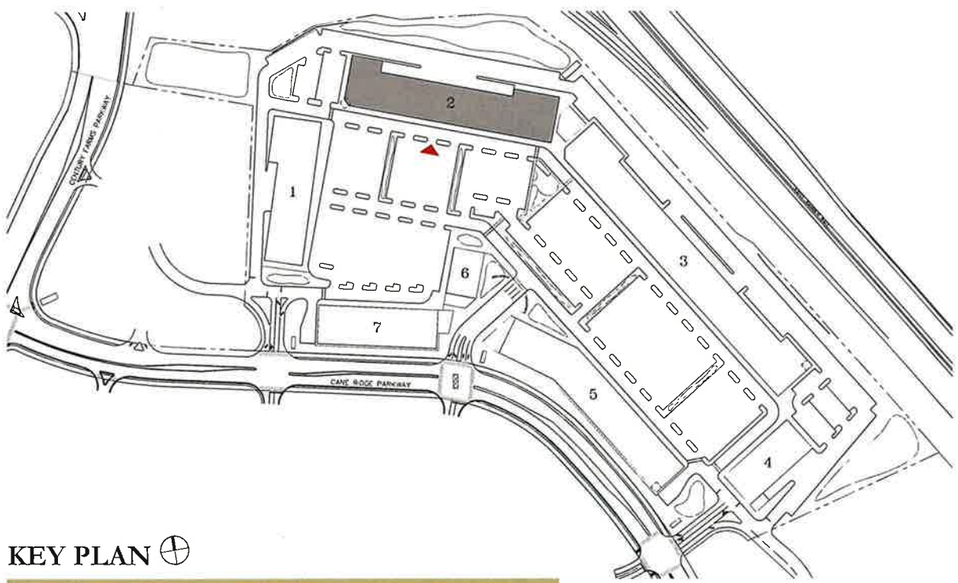
BUILDING SIGNAGE - TYPICAL

BUILDING 2 SHOWN FOR REFERENCE

OVERALL
FRONT ELEVATION



KEY PLAN

NOTES:

1. Building wall signs including storefront and remote signage in aggregate is within the 15% allowable by code. This does not include tower signs, graphic panels and entry drive wall facade signs.
2. Building graphic panels, as illustrated on Building 7 rear elevation, is not included in building facade area calculations. Graphic panels may occur on the sides and rears elevations of buildings 1, 3, 5, 6 and 7.
3. Typical 5' +/- tall sign band for placement of tenant signs on front, rears and sides of buildings, typical tenant signs to be approximately 3-4' tall in height.
4. Taller sign band 10' +/- for placement of tenant signs on fronts, rears and sides of buildings for larger tenants, larger tenant signs to be approximately 8' tall in height.

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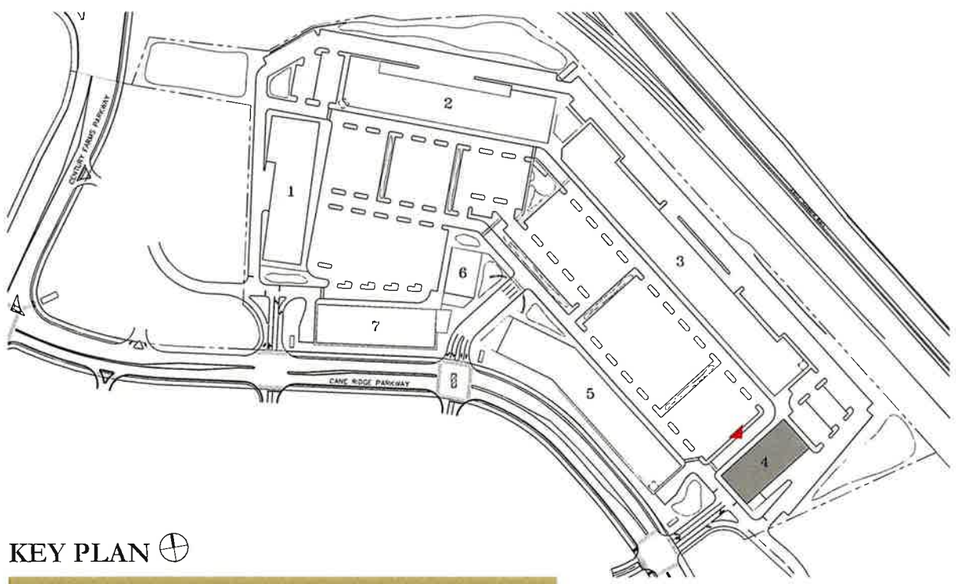
BUILDING SIGNAGE - TYPICAL

BUILDING 4 SHOWN FOR REFERENCE

OVERALL
FRONT ELEVATION



KEY PLAN

NOTES:

1. Building wall signs including storefront and remote signage in aggregate is within the 15% allowable by code. This does not include tower signs, graphic panels and entry drive wall facade signs.
2. Building graphic panels, as illustrated on Building 7 rear elevation, is not included in building facade area calculations. Graphic panels may occur on the sides and rears elevations of buildings 1, 3, 5, 6 and 7.
3. Typical 5' +/- tall sign band for placement of tenant signs on front, rears and sides of buildings, typical tenant signs to be approximately 3-4' tall in height.
4. Taller sign band 10' +/- for placement of tenant signs on fronts, rears and sides of buildings for larger tenants, larger tenant signs to be approximately 8' tall in height.

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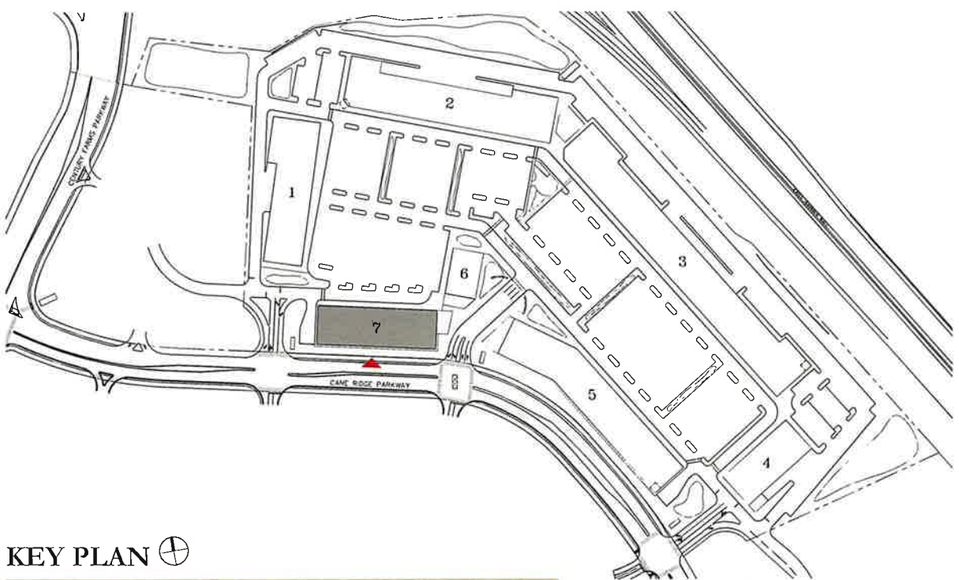
BUILDING SIGNAGE - TYPICAL

BUILDING 7 SHOWN FOR REFERENCE

OVERALL
FRONT ELEVATION



KEY PLAN

NOTES:

1. Building wall signs including storefront and remote signage in aggregate is within the 15% allowable by code. This does not include tower signs, graphic panels and entry drive wall facade signs.
2. Building graphic panels, as illustrated on Building 7 rear elevation, is not included in building facade area calculations. Graphic panels may occur on the sides and rears elevations of buildings 1, 3, 5, 6 and 7.
3. Typical 5' +/- tall sign band for placement of tenant signs on front, rears and sides of buildings, typical tenant signs to be approximately 3-4' tall in height.
4. Taller sign band 10' +/- for placement of tenant signs on fronts, rears and sides of buildings for larger tenants, larger tenant signs to be approximately 8' tall in height.

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GROUND SIGN LOCATIONS

1 Interstate Sign (1)
110' tall; max. sign area - 7,344 square feet

2 Main Entrance Drive Monument Sign (1)
25' tall; max. sign area - 400 square feet

3 Entrance Drive Monument Sign (2)
15' tall; max. sign area per sign - 160 square feet

4 Off-Site Monument Sign (1)
15' tall; max. sign area - 160 square feet

5 Retail Center Identification Monument Sign (1)
35' tall; max sign area - 500 square feet

6 Main Entrance Drive Wayfinding Signs (6)
4' tall; max. sign area - 384 square feet

7 Adjoining Parcel Wayfinding Signs (2)
4' tall; max. sign area - 72 square feet

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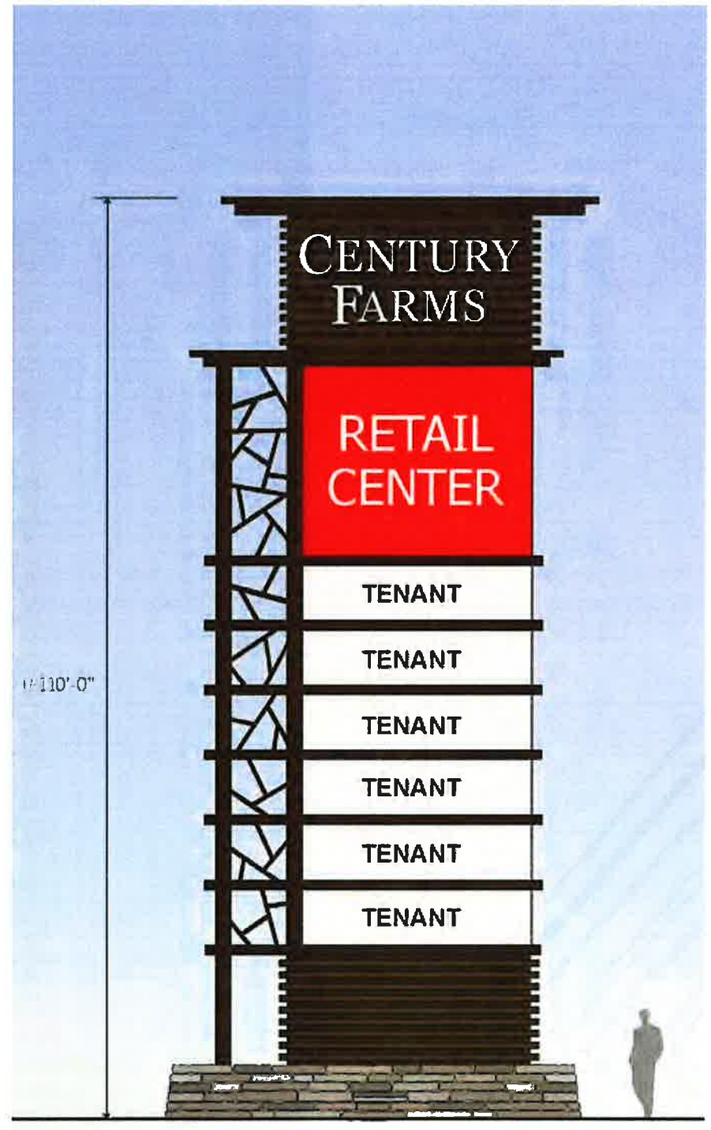
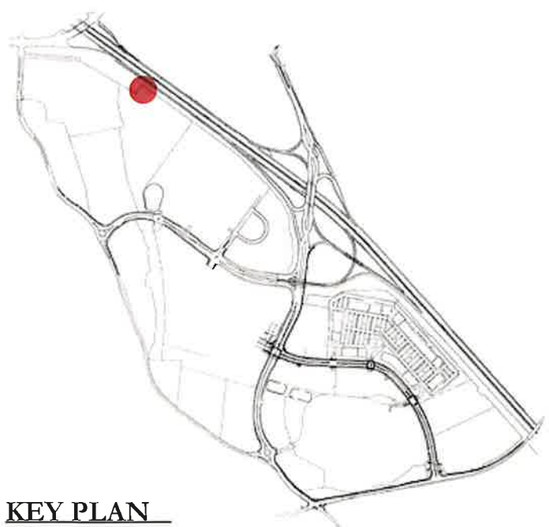
NOTES:

1. Off-site interstate sign to be located on the western portion within the master parcel along the Interstate (outside the retail parcel).
2. Retail Center identification panel with a maximum sign area of 1000 square feet.



ELEVATION



KEY PLAN

NOTE: HIGHLIGHTED AREA ON KEY PLAN ILLUSTRATES APPROXIMATE LOCATION OF SIGN(S) - TYPICAL FOR ALL KEY PLANS IN THIS SIGN PACKAGE.

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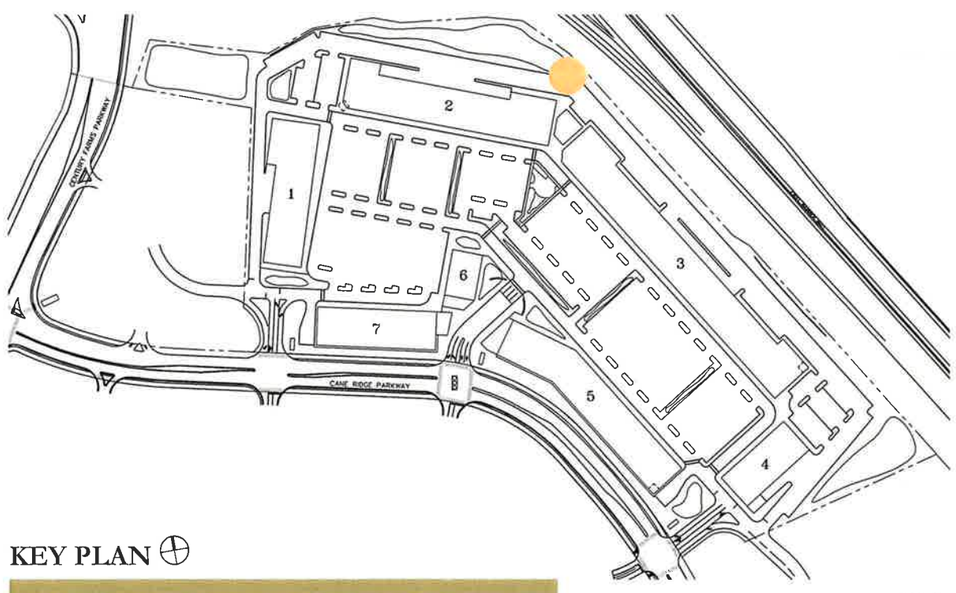

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INTERSTATE VIEW - 4300' AWAY

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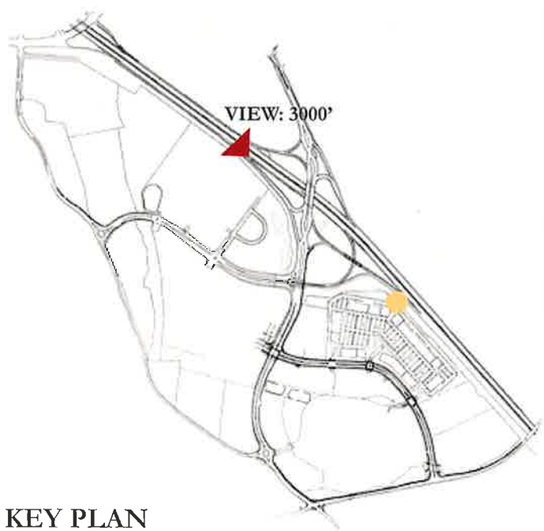

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INTERSTATE VIEW - 1430' AWAY

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INTERSTATE VIEW - 570' AWAY

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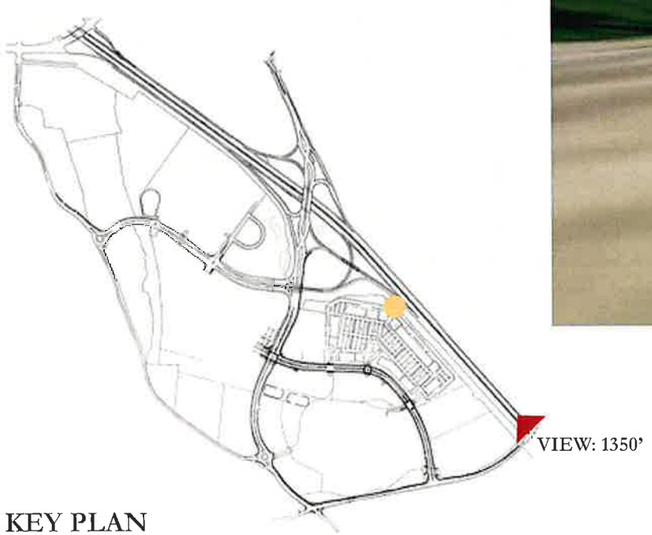

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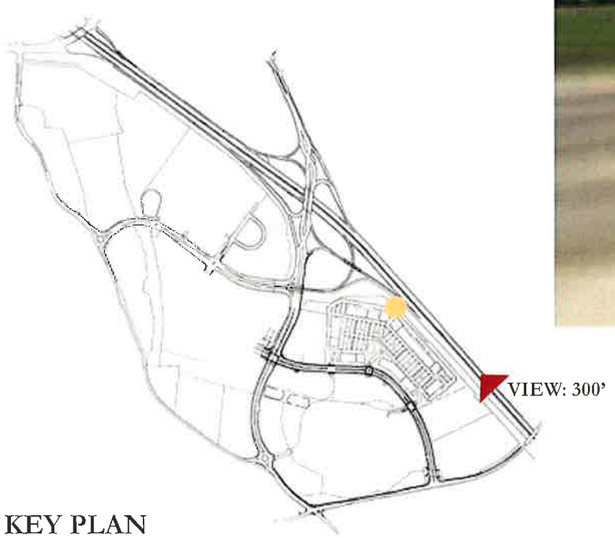
INTERSTATE VIEW - 300' AWAY



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ELEVATION

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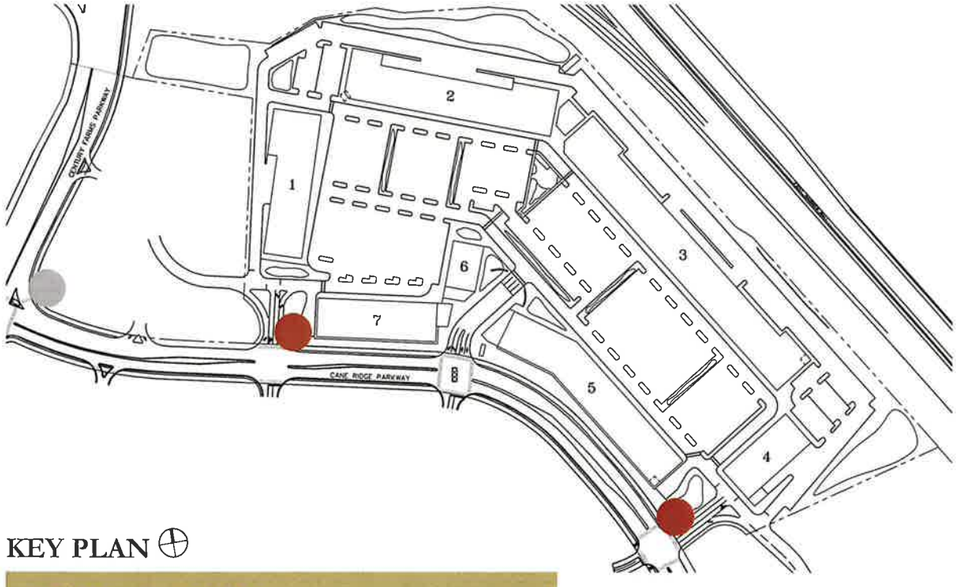

KEY PLAN

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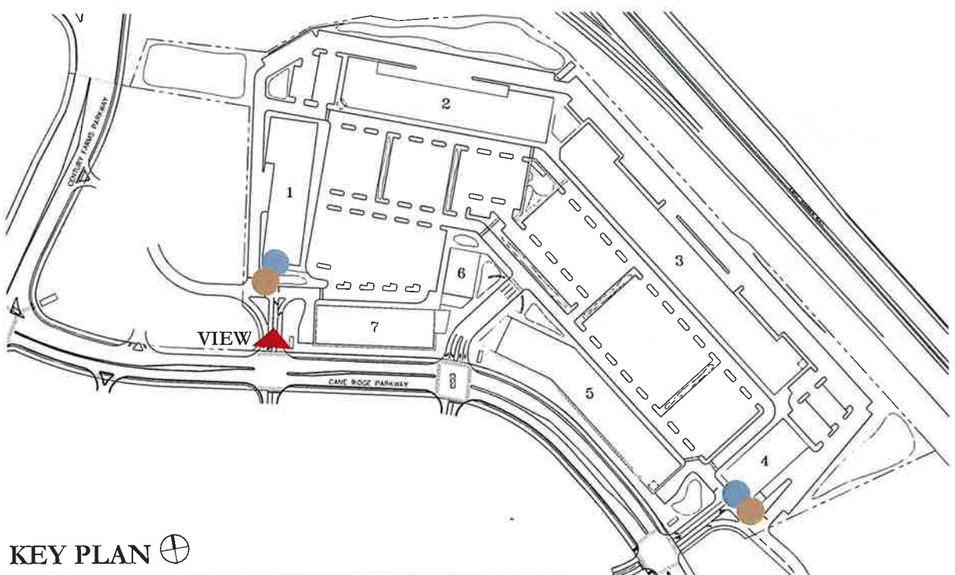
ENTRY DRIVE WALL FACADE SIGNS AND ADJOINING PARCEL WAYFINDING SIGNS



KEY PLAN

NOTES:

1. (10) Tenant sign areas (10' x 4')
2. Retail Center sign area (40' x 4')
3. (4) Adjoining Parcel wayfinding signs (6' x 18")

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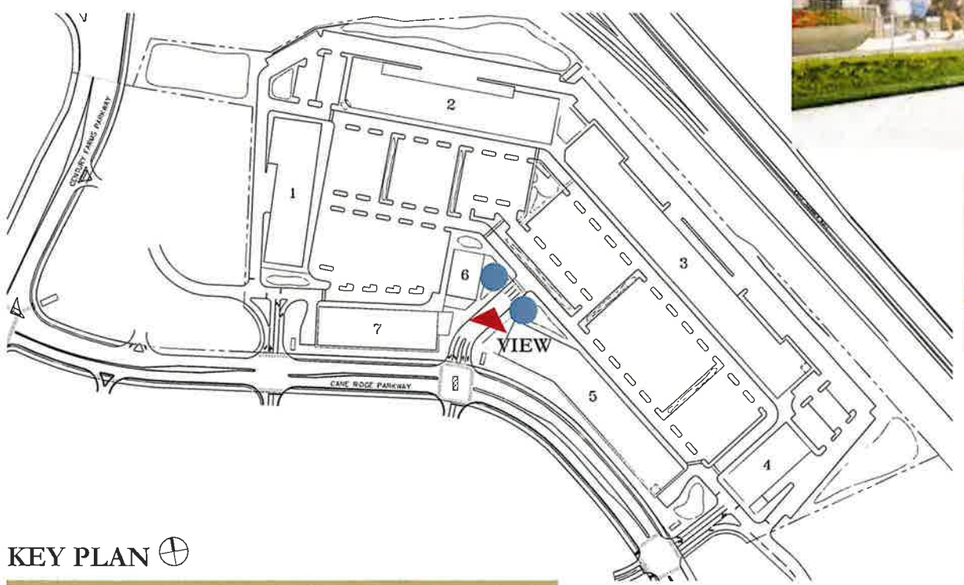

KEY PLAN ⊕

TYPICAL
ELEVATION

NOTES:
1. (6) Sign areas (16' x 4')

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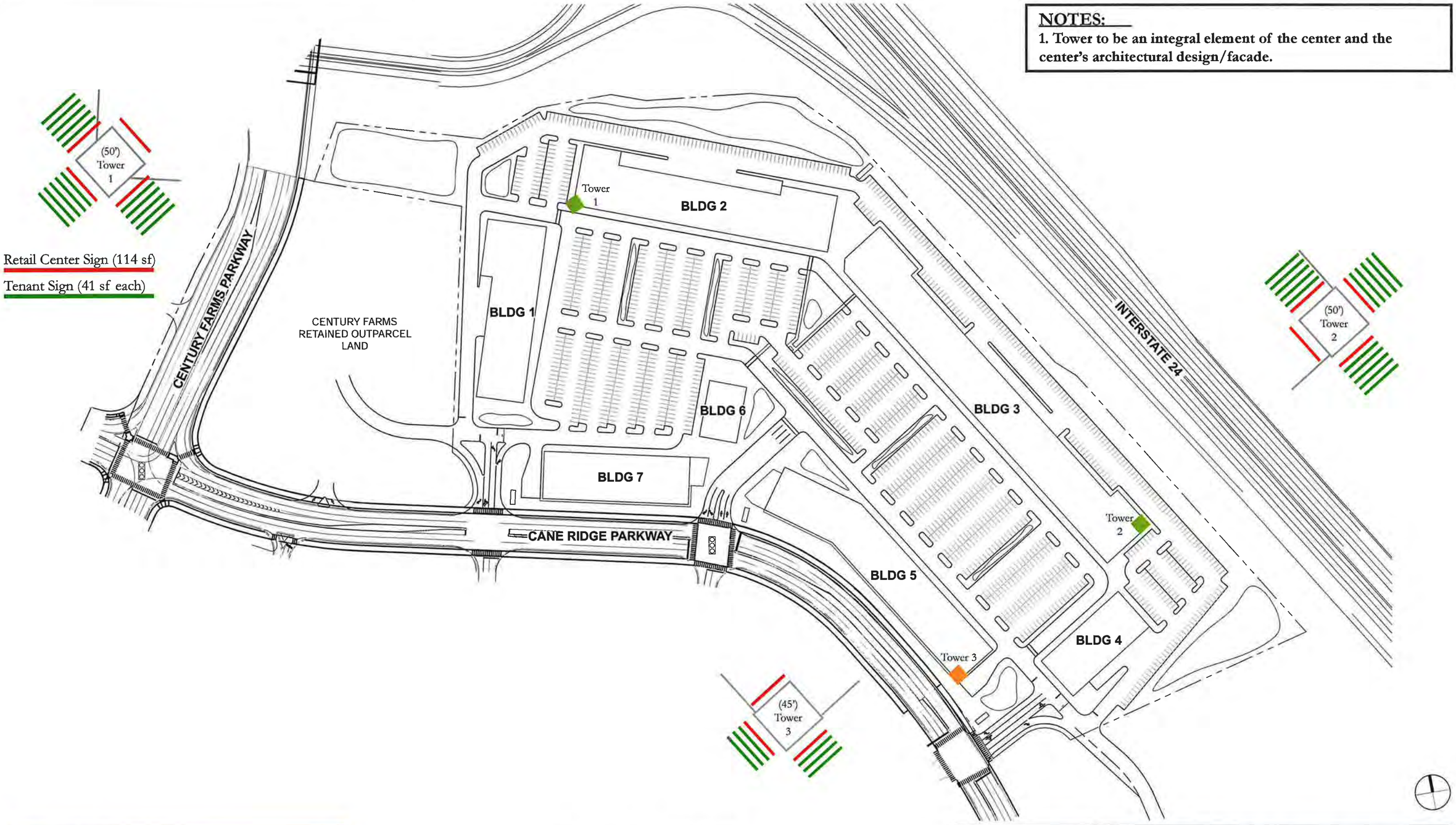
BUILDING TOWERS - 45'/50' TALL

NOTES:

1. Tower to be an integral element of the center and the center's architectural design/facade.



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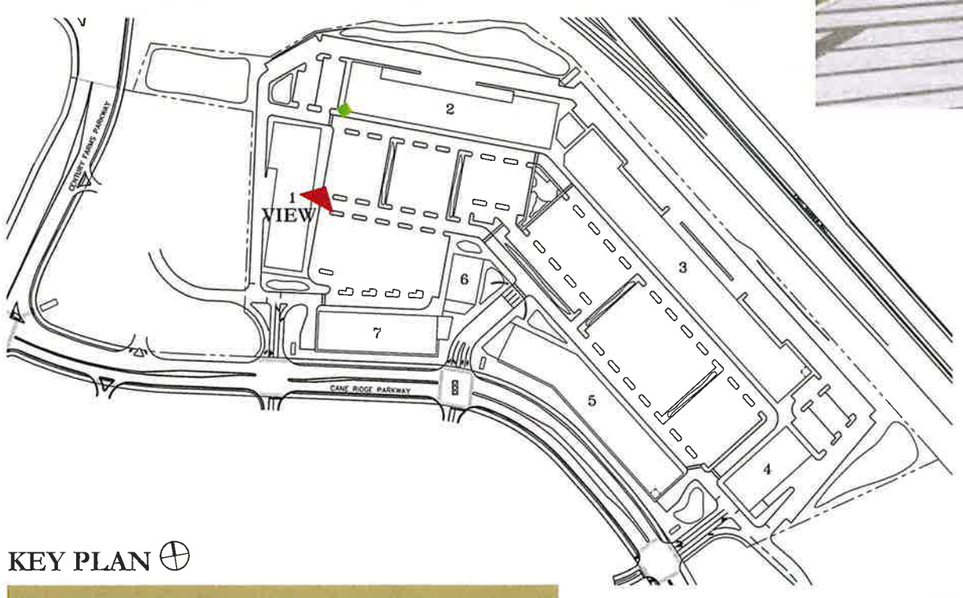

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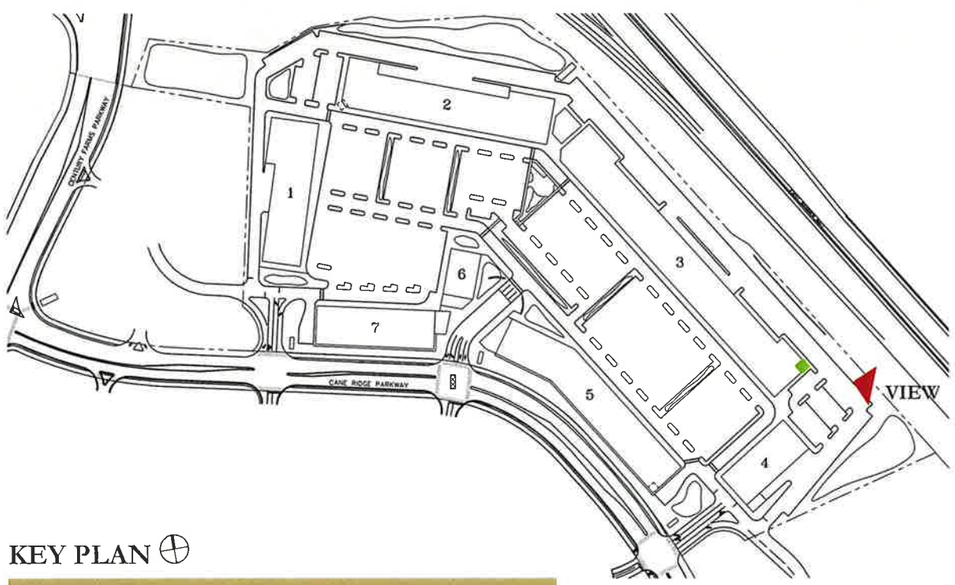

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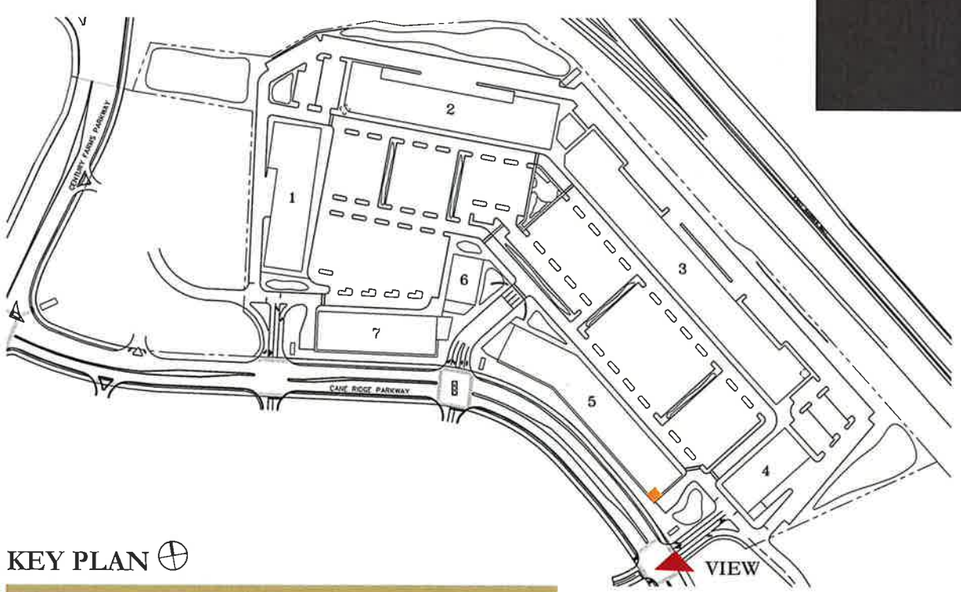

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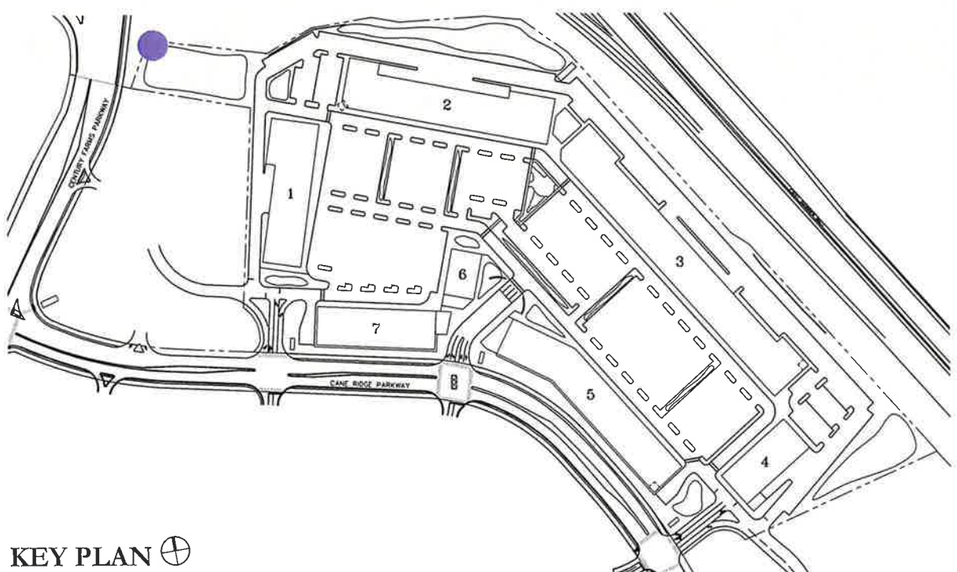

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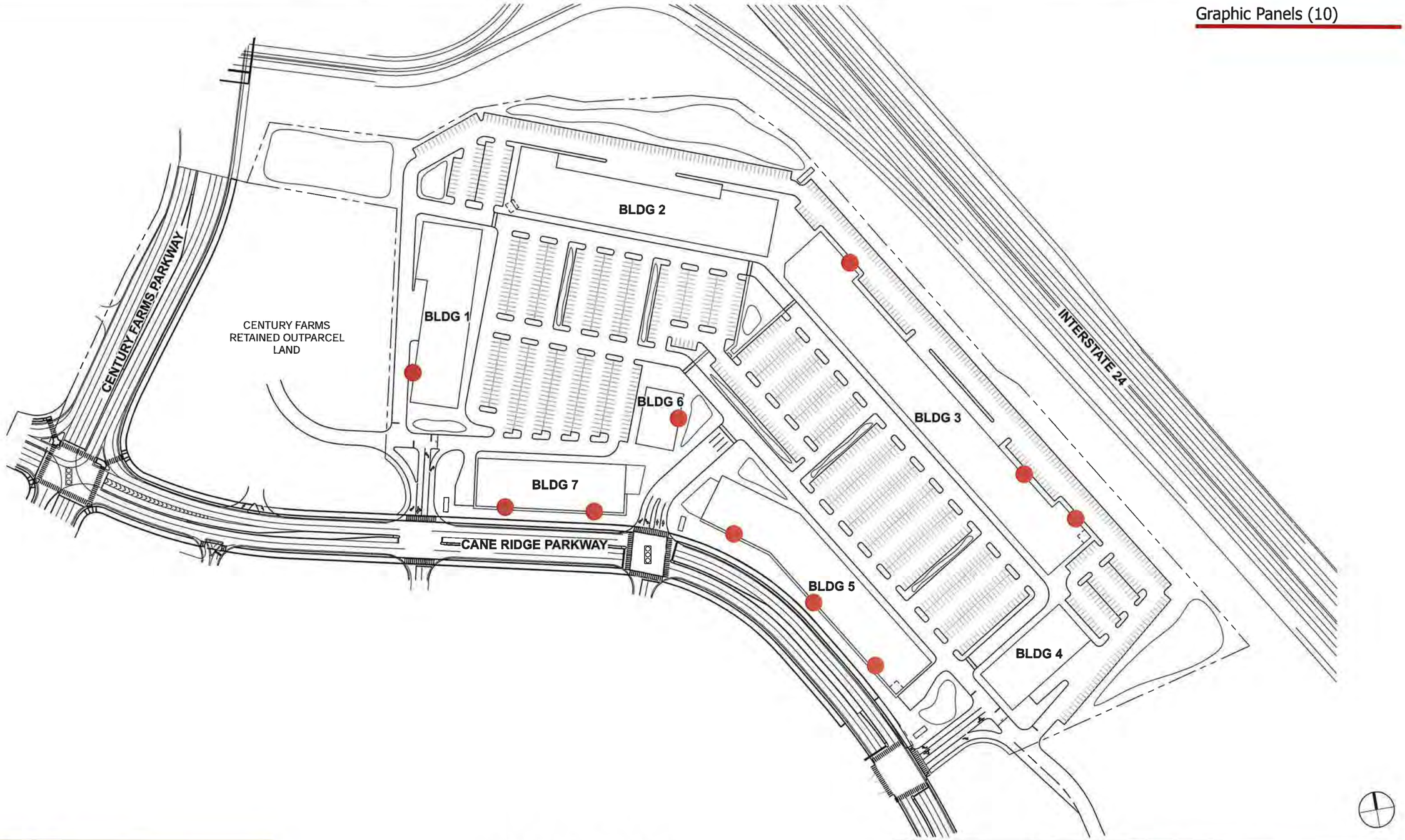
Graphic Panels (10)



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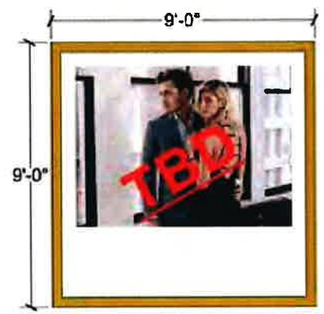
NOTES:

1. Alternate sizes as illustrated may occur with maximum allowable sign used in calculation below. Alternate sizes cannot exceed total square footage allowed.
2. Ten (10) x 350 sf (each) = 3,500 sf total

1 / 2.0 FRONT ELEVATION

3 / 2.0 FRONT ELEVATION



2 / 2.0 FRONT ELEVATION

5 / 2.0 FRONT ELEVATION

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