

Tree, Turner

### Beaman and Turner Properties Specific Plan

Nashville & Davidson County

FEB 08 2015

Metropolitan Planning Department



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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 Snelits 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 support 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.

## 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 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. The Conceptual 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.

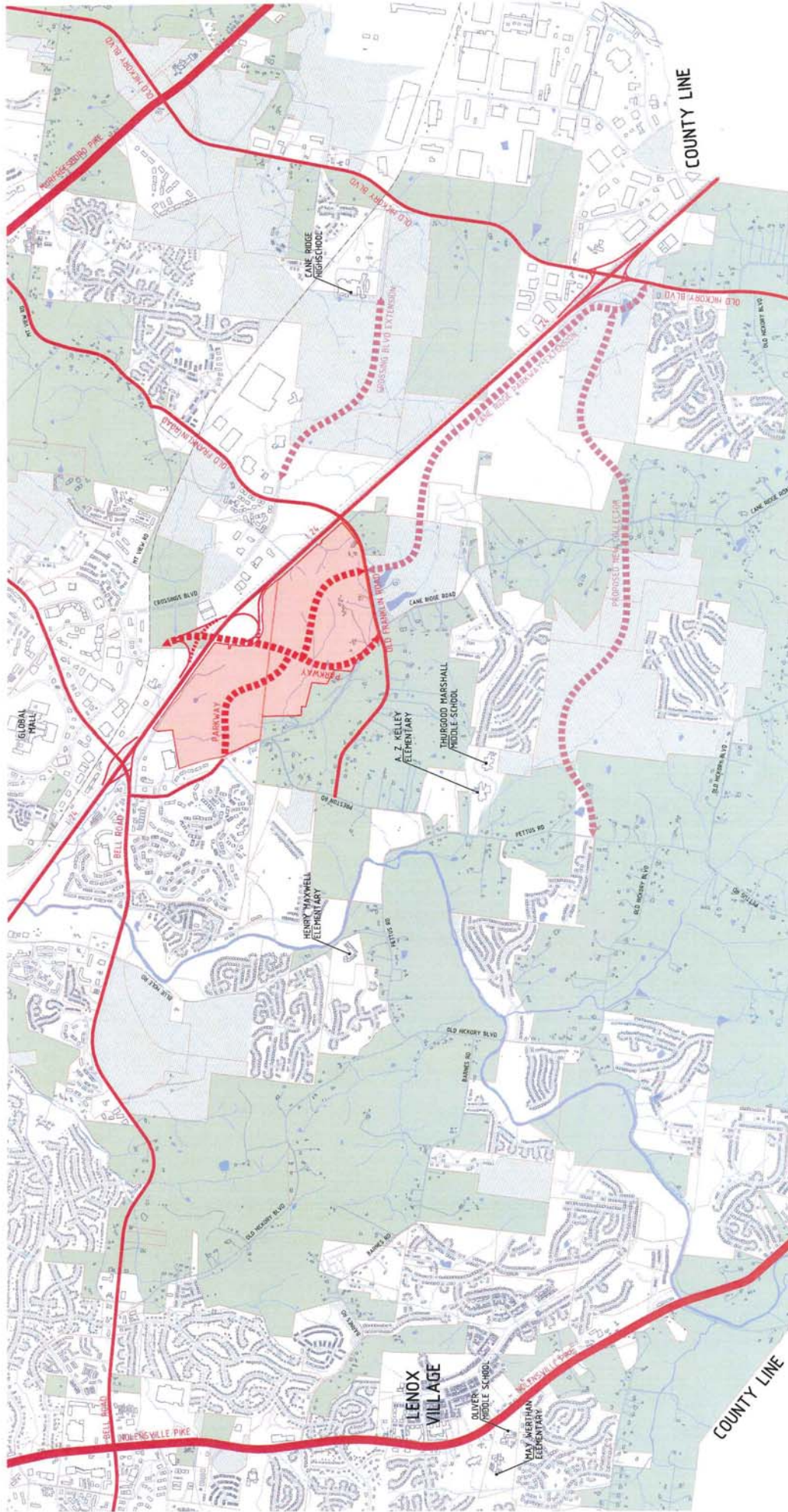
Landscape buffer yard requirements between uses and zoning districts within the SP boundaries are not required. Buffers to adjacent properties outside the SP boundary are required.

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

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.





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.

**CONTEXT MAP**

Case No. 2015SP-005-001, submitted on 2015.02.03

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TURNER FAMILY CEMETERY  
TURNER FAMILY OAK

PROPOSED TREES  
EXISTING TREES

OLD FRANK ROAD

LANDSCAPE BUFFER

GAS GARAGE

LANDSCAPE BUFFER

LANDSCAPE BUFFER

LANDSCAPE BUFFER

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CONCEPTUAL MASTER PLAN

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oldacre  
mcdonald



HASTINGS  
ARCHITECTURE ASSOCIATES, LLC

BARGE  
WAGGONER  
SUMNER &  
CANNON, INC.\*



Hastings Partners, Inc.  
ARCHITECTS





### Mobility Network

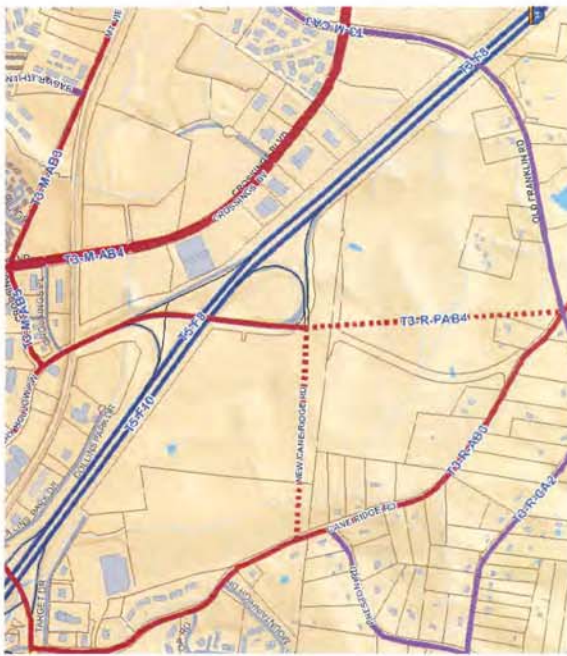
Mobility is the backbone of the proposed development. In addition to moving cars throughout the site, each street design is intended to accommodate cyclists and pedestrians in a safe and attractive environment.

The Conceptual 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 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 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 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 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, and sidewalks on both sides. The proposed cross-section of Cane Ridge Road is within the existing right-of-way. The design of this cross-section reflects comments from Metro Public Works.

Old Franklin Road will improve from the centerline of the street to include a wider travel lane and a sidewalk with grass strips.

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 sub-

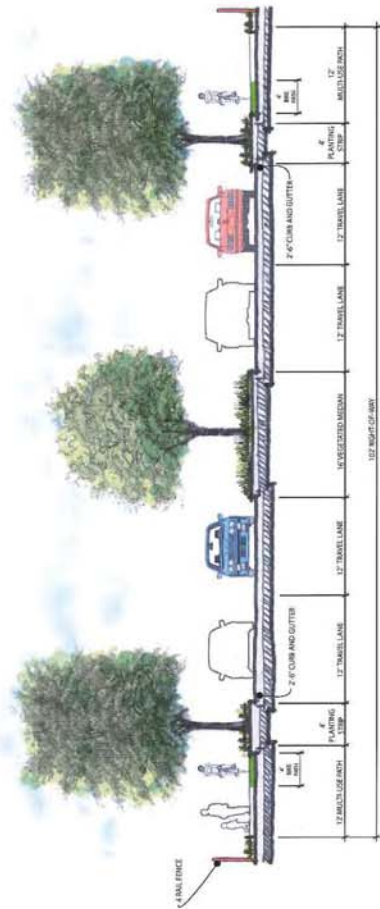


**LEGEND:**  
 PARKWAY  
 INTERNAL DRIVE



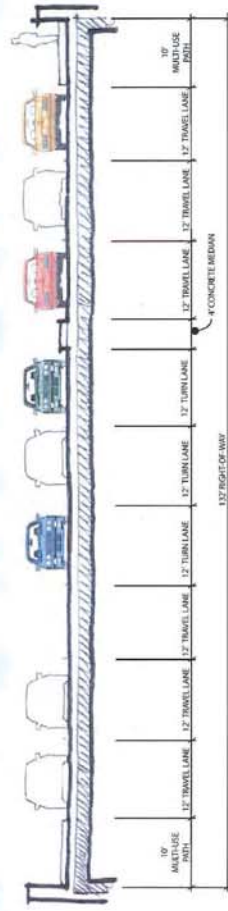


PARKWAY



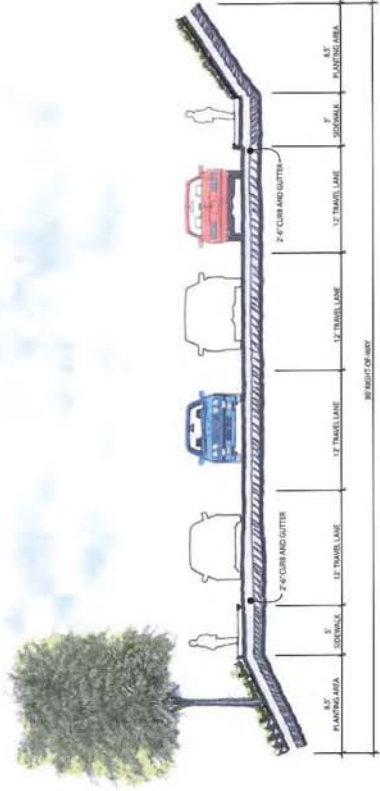
The Parkway cross-section is designed for all new collector streets within the development. These streets meet the policies of the Major and Collector Street Plan and set a framework for the Subdistricts of the SP. The Parkways will include two travel lanes in each direction separated by a median to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

PARKWAY BRIDGE



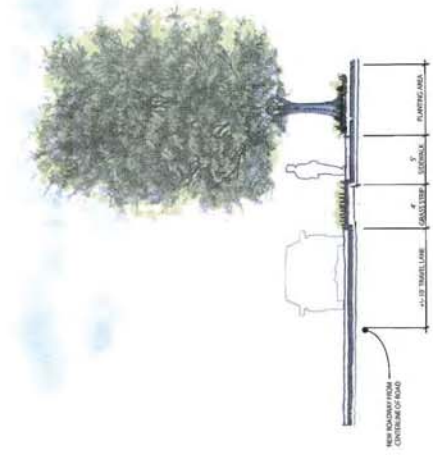
The Hickory Hollow Parkway bridge that crosses I-24 will be improved according to the recommendations of the Traffic Improvement Study. The improvements will extend to the bridge that crosses the railroad tracks on the east side of the interstate. These improvements include increased travel lanes and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

CANE RIDGE ROAD



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, and sidewalks on one or both sides of the street, depending on site conditions and right-of-way width. Dimensions of cross-section elements will be incorporated within the existing right-of-way.

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.







- LEGEND:**
- MULTI-USE PATH CIRCULATION TO BE PROVIDED WITH NEW STREETS AND IMPROVEMENTS TO EXISTING STREETS
  - PEDESTRIAN PATH CIRCULATION TO BE PROVIDED WITH NEW STREETS AND IMPROVEMENTS TO EXISTING STREETS
  - PROPOSED MULTI-USE PATH WITHIN THE STREAM BUFFER.
  - PARKS, ADDITIONAL OPEN SPACE WITHIN DEVELOPMENTS WILL BE IDENTIFIED DURING THE FINAL SP PROCESS.







To provide mobility choice throughout the site, 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 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-lined 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 throughout 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.

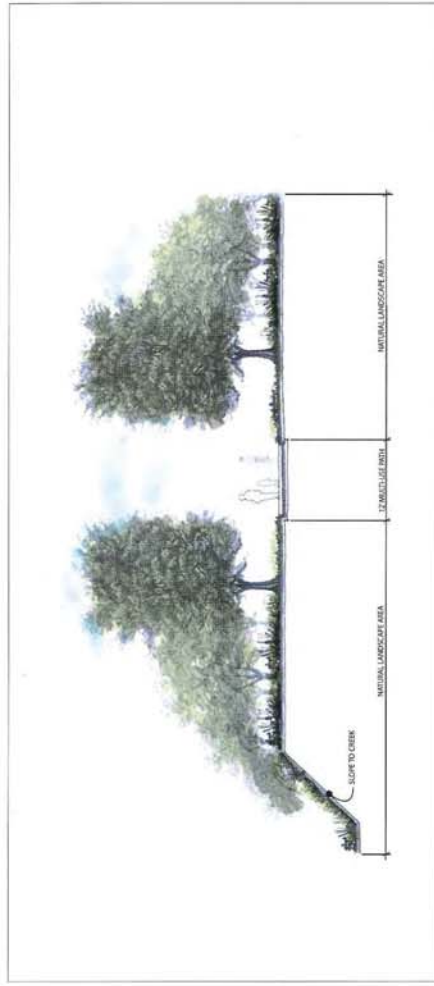
The cross-section of the Parkway includes 12-foot multi-use paths. The pedestrian network will connect these multi-use paths to the greenway to allow for easy pedestrian mobility throughout the development. Final designs will support safe and comfortable walking and biking between the park near Bell 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 impact 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.



The required stream buffer along the creek will be used as public open space. A multi-use path will be 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.





*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 may be accommodated within open spaces.*



*Low Impact or Light Impact 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 several subdistricts. A formal open or open space may be used to organize buildings and create a sense of place.*



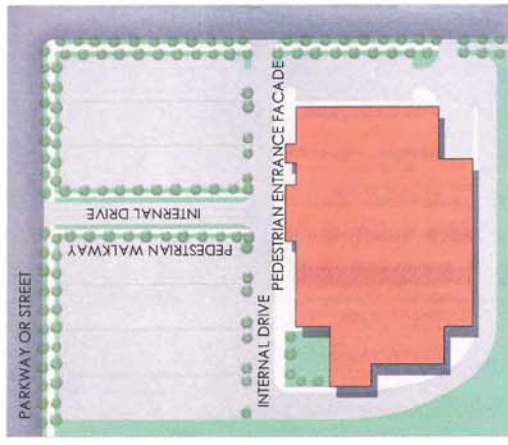
*Residential buildings may be oriented toward formal or informal open spaces. These open spaces may be passive or active, and landscaped or hardscaped. These open spaces may be private or public.*



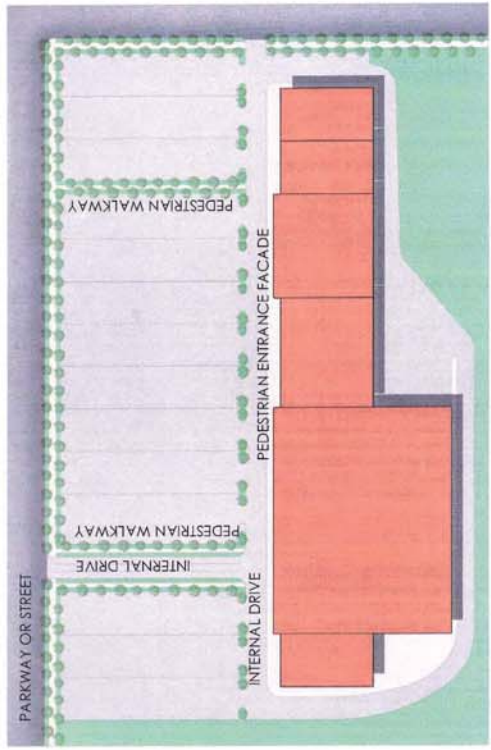
*Playgrounds, dog parks, and other active open spaces are appropriate for any Subdistrict and will provide gathering places within the community.*



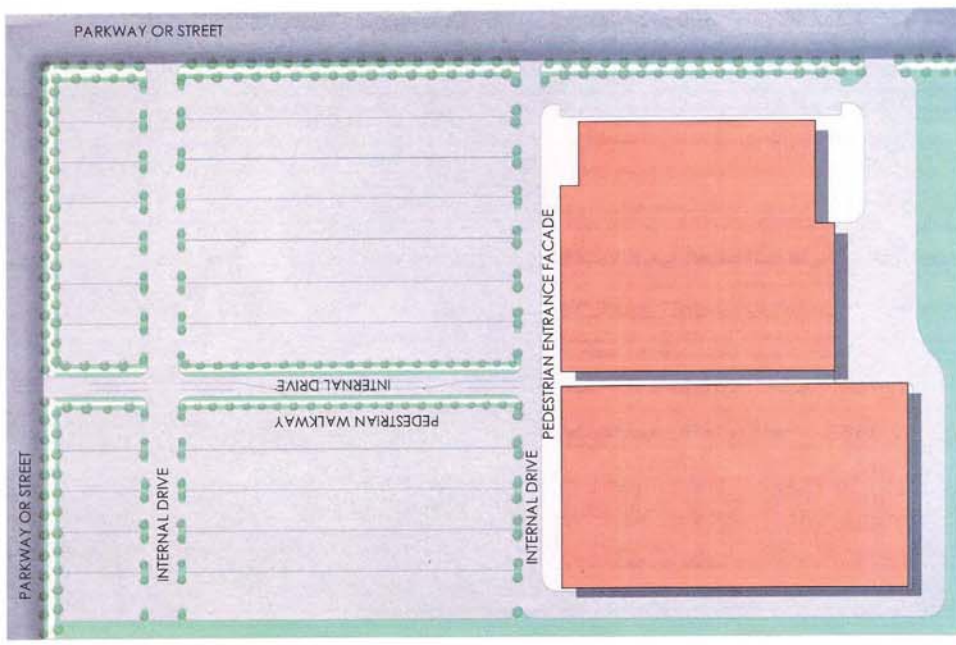




B I G B O X

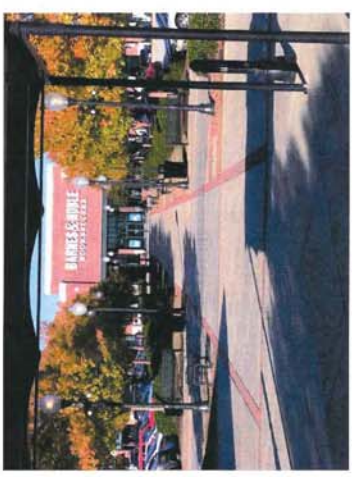


B I G B O X



B I G B O X

- 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 SF review.
  - Parking lots will be landscaped and screened according to the standards of 17.24.130-140 of the zoning code.
  - Additional standards for Big Box buildings are included in the Subdistrict Standards.



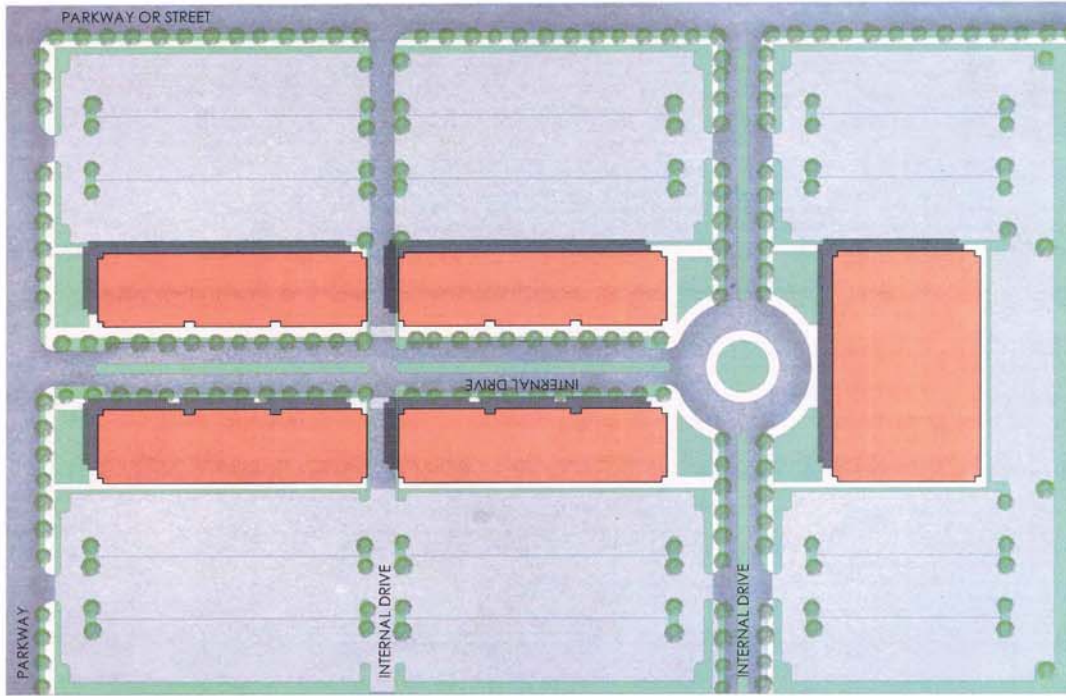
*Pedestrian walkway through parking to the Pedestrian Entrance Facade*

**BUILDING TYPES**

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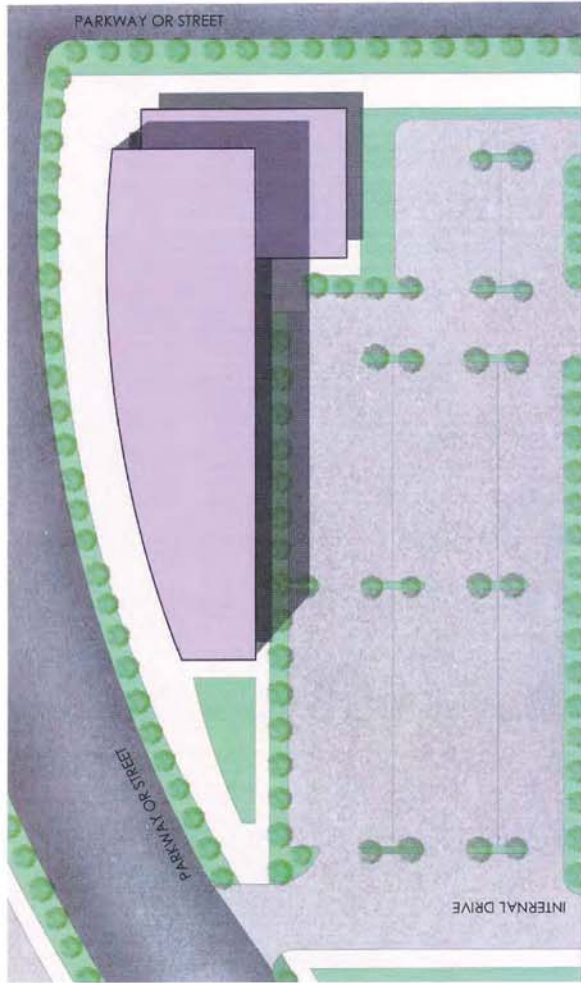
MIXED USE



- 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.

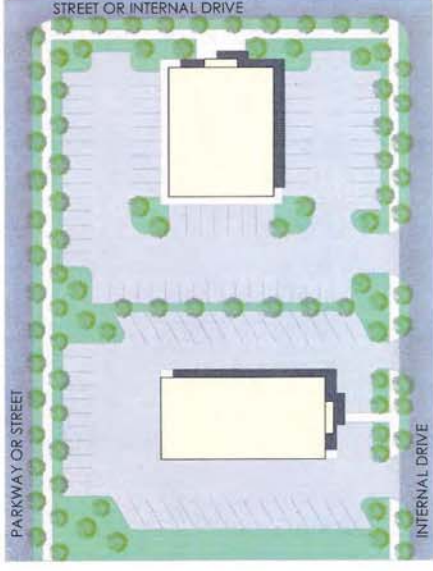
- A Pedestrian Entrance Facade of a hotel may include a porte cochere or drop-off facilities.
- A Pedestrian Entrance Facade may be oriented toward a Parkway, street, internal drive, or parking lot.
- When the Pedestrian Entrance Facade is oriented toward parking, or a Public Entrance Facade shall provided along a Parkway, street, or open space. The determination of these facades is done during the final SP process.
- Hotel users 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 17.24.130-1.60 of the zoning code.
- Additional standards for Hotel buildings are included in the Subdistrict Standards.

**STOREFRONT**

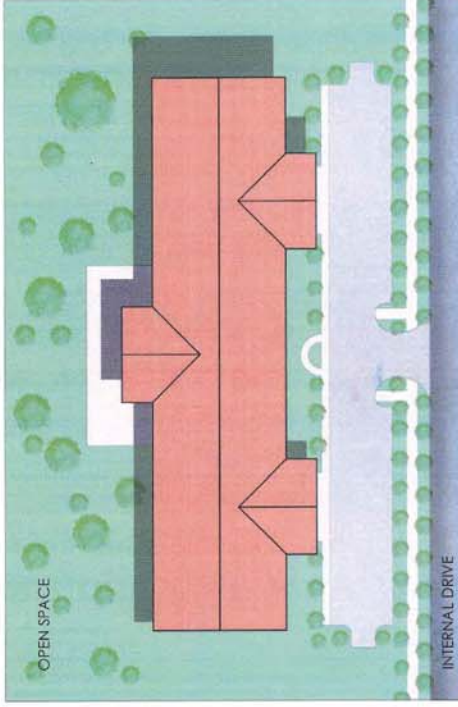
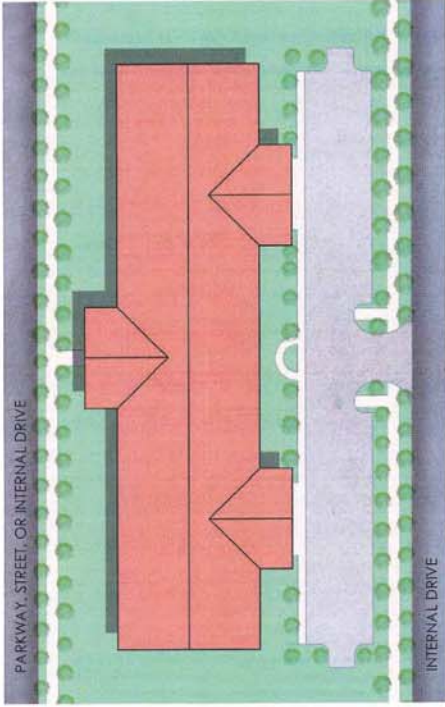
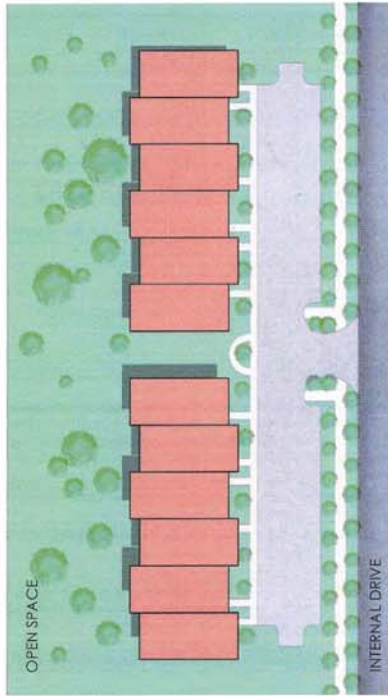
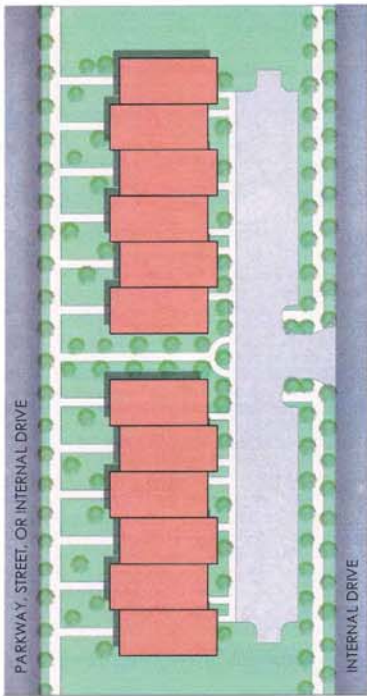


- Storefront buildings are smaller commercial buildings (less than 100 feet in depth).
- These buildings provide smaller stores and services needed within the community. They may be attached Big Boxes, other Storefront buildings, or stand alone.
  - Standards for setbacks and building orientation are included the Subdistrict standards
  - 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 17.24.130-1.60 of the zoning code.
  - Additional standards for Storefront buildings are included in the Subdistrict Standards.

**OUTPARCELS**



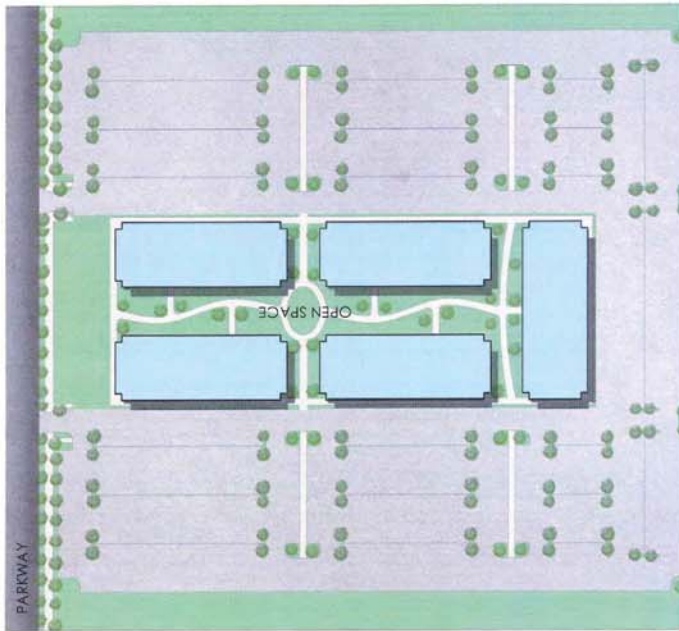
- Outparcels are small buildings on small parcels, often located near Parkways or streets.
- These buildings are often used to screen large parking lots of Big Box buildings.
  - The design of Outparcel buildings will balance the needs of cars and pedestrians.
  - Standards for setbacks and building orientation are included the Subdistrict standards.
  - Outparcels are prohibited in some Subdistricts.
  - 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 17.24.130-1.60 of the zoning code.
  - Additional standards for Outparcel buildings are included in the Subdistrict Standards.



- 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 accommodate 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 accommodate 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 in 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 to 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. 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. 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.

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.



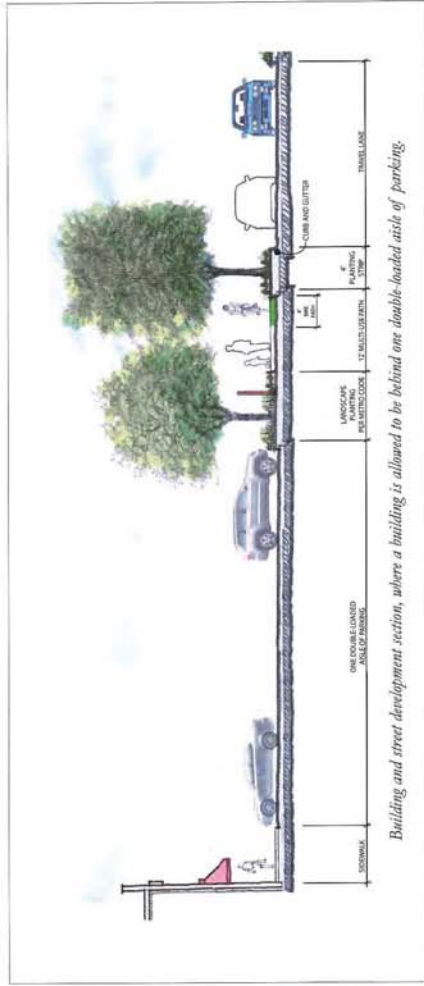
*A Public Facade is oriented toward Parkway or street. This facade has architectural interest and is the public face of the building to the community.*



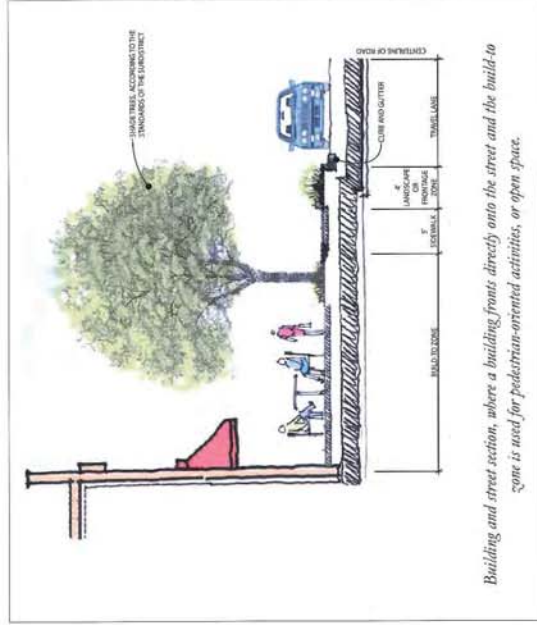
*A Pedestrian Entrance Facade may be oriented toward and internal drive with parking beyond.*



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

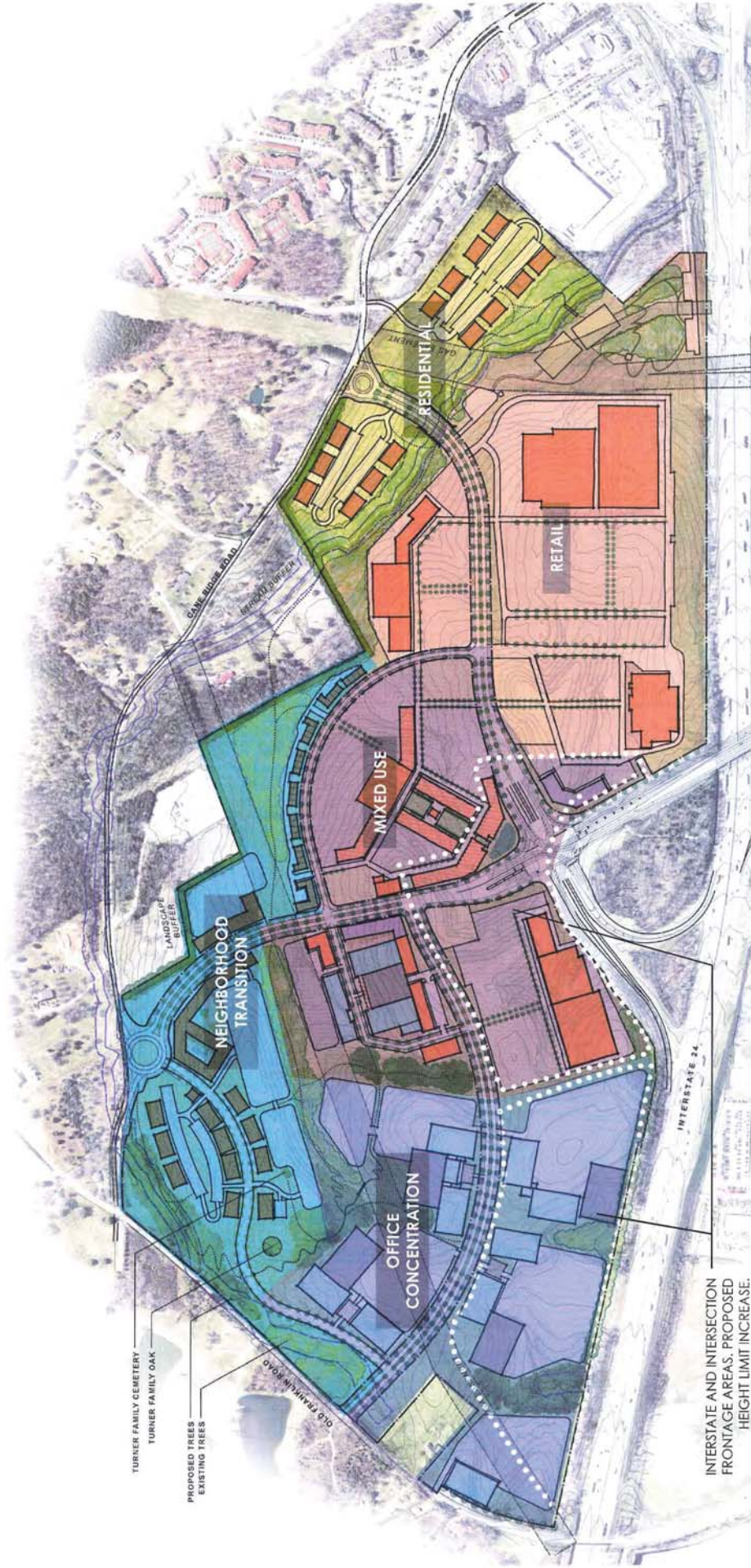


*Building and street development section, where a building is allowed to be behind one double-loaded aisle of parking.*



*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.*





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.





The Conceptual 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 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 mobility 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. Buildings are oriented toward streets or open space, and parking is provided behind or beside buildings in lots or structures. This subdistrict 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.





+/- 26 acres, up to 29 acres.

**Acreeage**

**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.

**Guiding Principles**

5. Natural and formal open spaces will connect to the open space and pedestrian network of the larger development.
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 side-walks - 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 300 units maximum.

**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.
- Parking between a Parkway and a residential building is not preferred. The constraints of topography and natural features, however, may warrant alternative solutions.

**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.

**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.





<b>Acreage</b>	+/- 74 acres, to a maximum of 81 acres.
<b>Guiding Principles</b>	<ol style="list-style-type: none"> <li>This subdistrict will provide community and regional retail.</li> <li>Safe and convenient vehicular access will be prioritized and balanced with the overall pedestrian network of the larger development.</li> <li>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.</li> </ol> <p>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.</p>
<b>Base Zoning</b>	1.0, according to SCR.
<b>FAR</b>	Development intensity is determined by FAR only.
<b>Dwelling Units</b>	0.8, according to SCR.
<b>ISR</b>	During the final SP process, facades shall be identified in accordance with the Urban Design pages of this document.
<b>Front Setback or Build-to Zone</b>	<ul style="list-style-type: none"> <li>The build-to zone of Pedestrian Entrance Facades shall be 0-20' from back of the sidewalk of a Parkway, street or internal drive.</li> <li>Pedestrian Entrance Facades of Big Boxes shall be oriented toward an internal drive with parking beyond.</li> </ul>
<b>Maximum Height at the Setback</b>	80 feet
<b>Height Control Plane or Step-back</b>	None.
<b>Overall Maximum Height</b>	80 feet
<b>Use Restrictions</b>	<p>According to SCR with the following:</p> <ul style="list-style-type: none"> <li>Cash Advance is not permitted.</li> <li>Check Cashing is not permitted.</li> <li>Title Loan is not permitted.</li> </ul>
<b>Parking</b>	<p>According to SCR with the following:</p> <ul style="list-style-type: none"> <li>Parking for retail shall be 1 space per 250 SF.</li> <li>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.</li> </ul>



**Signage**



According to SCR, with the following:

- 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.
- The following standards shall be allowed for only one building within the Subdistrict:
  - 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**  
**Additional Notes**

Big Boxes, Storefronts, and Outparcel buildings are allowed. 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 Conceptual 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.





**Acres** +/- 56 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 700 dwelling units are allowed in this Subdistrict.
- 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.

**Maximum Height at the Setback** 3 stories for Mixed Use buildings, 5 stories for Residential buildings.

**Height Control Plane or Step-back** 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.

**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 Conceptual 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.





**Acres** +/- .63 acres, to a maximum of .69 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, focal 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 MUJ 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 MUJ.

<b>Dwelling Units</b>	Development intensity is determined by FAR only.
<b>Front Setback or Build-to Zone</b>	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. <ul style="list-style-type: none"> <li>• The build-to zone of Public Facades facing Parkways have no restriction on dimension, and shall follow the standards for Public Facades.</li> <li>• The build-to zone of Pedestrian Entrance Facades shall be 0-20' from back of the sidewalk of a Parkway, street or internal drive.</li> <li>• Pedestrian Entrance Facades of Office or Mixed Use buildings may be oriented toward an internal drive with parking beyond.</li> <li>• In relationship to Parkways, buildings may be located behind one double-loaded aisle of parking. <ul style="list-style-type: none"> <li>• As explained in the standards for Public Facades, this excludes Public Facades.</li> </ul> </li> <li>• Hotel and Office buildings may include a porte cochere or drop-off facilities on the Pedestrian Entrance facade.</li> </ul>
<b>ISR</b>	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.
<b>Maximum Height at the Setback</b>	8 stories
<b>Height Control Plane or Stepback</b>	Subdistrict General: none required Properties with Interstate Frontage: 1.5' minimum after 8 stories
<b>Maximum Overall Height</b>	Subdistrict General: 8 stories Properties with Interstate Frontage: 1.5 stories
<b>Use Restrictions</b>	According to MUJ with the following: <ul style="list-style-type: none"> <li>• Cash Advance is not permitted.</li> <li>• Check Cashing is not permitted.</li> <li>• Title Loan is not permitted.</li> </ul>
<b>Parking</b>	According to MUJ with the following: <ul style="list-style-type: none"> <li>• Parking for retail shall be 1 space per 250 SF.</li> </ul>
<b>Signage</b>	According to MUJ. 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.
<b>Building and Development Types</b>	Hotels, Offices, and Mixed Use buildings are allowed.
<b>Additional Notes</b>	As indicated on the Conceptual Master Plan, a minimum of 50% of the buildings will have a Public Facade that faces a public street or Parkway.





INTERSTATE AND INTERSECTION FRONTAGE AREAS.  
PROPOSED HEIGHT LIMIT INCREASE.

- LEGEND:**
- ▨ BUILD-TO ZONE ON PARKWAY 2
  - ▨ PEDESTRIAN ENTRANCE FACADE

**Acreage**  
+/- 69 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.

<b>Base Zoning</b>	The standards applied to this Subdistrict shall follow MUJ zoning district except where standards in this document are more specific or change the standards of the base zoning district.
<b>FAR</b>	5.0, according to MUJ.
<b>Dwelling Units</b>	A maximum of 300 dwelling units are allowed in this Subdistrict.
<b>Front Setback or Build-to Zone</b>	<p>During the Final SP process, facades shall be identified in accordance with the Urban Design pages of this document.</p> <ul style="list-style-type: none"> <li>• The build-to zone of Pedestrian Entrance Facades shall be 0-20' from back of the sidewalk of a Parkway or Internal Drive.</li> <li>• In relationship to Parkways, buildings may be located behind one double-loaded aisle of parking.</li> <li>• Within this Subdistrict, a Public Facade and a Pedestrian Entrance Facade shall be provided for a minimum of 50% of the buildings that front Parkway 2 in the area indicated on the Subdistrict Plan.</li> <li>• Pedestrian Entrance Facades of Big Boxes may be oriented toward an internal drive with parking beyond.</li> <li>• Hotel buildings may include a porte cochere or drop-off facilities on the Pedestrian Entrance facade.</li> </ul>
<b>ISR</b>	1.0, according to MUJ.
<b>Maximum Height at the Setback</b>	8 stories
<b>Height Control Plane or Stepback</b>	Subdistrict General: none required Properties with Interstate Frontage: 15' minimum after 8 stories
<b>Maximum Overall Height</b>	Subdistrict General: 8 stories Properties with frontage on the major interchange/intersection: 12 stories
<b>Use Restrictions</b>	According to MUJ with the following: <ul style="list-style-type: none"> <li>• Cash Advance is not permitted.</li> <li>• Check Cashing is not permitted.</li> <li>• Title Loan is not permitted.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• According to MUJ with the following: <ul style="list-style-type: none"> <li>• Parking for retail shall be 1 space per 250 SF.</li> </ul> </li> </ul>
<b>Signage</b>	According to MUJ. 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.
<b>Building Types</b>	Big Box, Storefronts, Outparcels, Hotels, Offices, Mixed Use, and Residential buildings are allowed.
<b>Additional Notes</b>	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.