M c C R O R Y C R E E K

P A T T E R N B O O K

Preliminary Specific Plan - Zoning Request

Case Number: 2008SP-013G-14

March 27, 2008

Revised April 18, 2008

Revised May 16, 2008

Revised July 1, 2008

Revised August 19, 2008

Revised March 6, 2009

Revised March 27, 2009

Revised June 8, 2009

Revised Sept. 8, 2009

MCCRORY CREEK PRELIMINARY SP
SP # 2008SP-013G-14
Council District: 14
Council Member: Brunce Stanley
Original Submittal: 03.27.08
Revision Submitted 04.18.08
Revision Submitted 05.16.08
Revision Submitted 07.01.08
Revision Submitted 08.19.08
Revision Submitted 03.06.09
Revision Submitted 03.27.09
Revision Submitted 09.08.09

Note: By graphic plotting and scaled map location, a portion of this property lies within zone "AE" as designated by the current federal emergency management agency maps which make up a part of the national flood insurance administration report; community no. 470040 panel 0244F, dated April 20, 2001 which is the current flood insurance rate map for the community in which the premises is located. Zone "ae" is defined as areas determined to be inundated by the 100-year flood.

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Base information provided by:
Metropolitan Government of Nashville and
Davidson County - Mapping
700 Second Avenue South,
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PROJECT OVERVIEW

The 179.20 acres McCrory Creek Site is comprised of fifteen rural lots ranging from less than one acre to over 30 acres. These lots are primarily wooded with intermittent open fields. McCrory Creek, for which the adjacent road and the property itself are both named, flows just north of the property and a branch of the creek crosses the western portion of the site. The confluence of McCrory Creek and the McCrory Creek Branch is just north of the site. Isolated pockets of significant slope and several closed depressions are also scattered across the site.

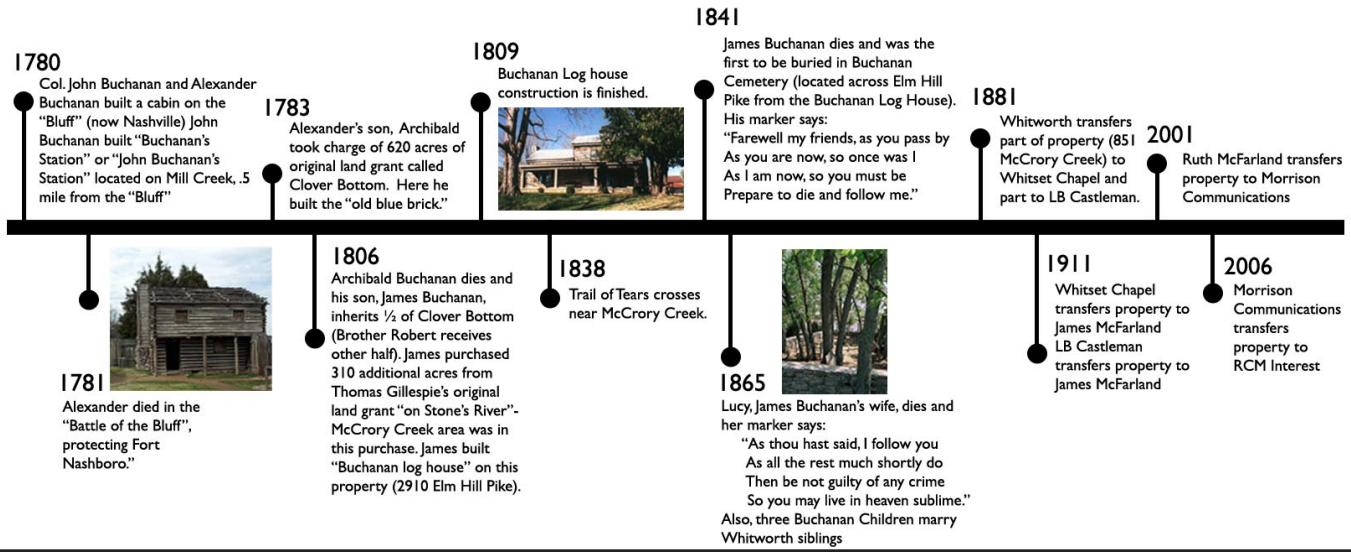
The proposed McCrory Creek office / flex campus and mixed-use development is sensitive to these existing features. The creek branch is proposed to be preserved and a public Greenway would be dedicated to the city of Nashville in this area of the site. The existing closed depressions have been studied and those determined to be most significant have been set aside for preservation in permanent open space which would double as pocket parks for future office users and area residents.

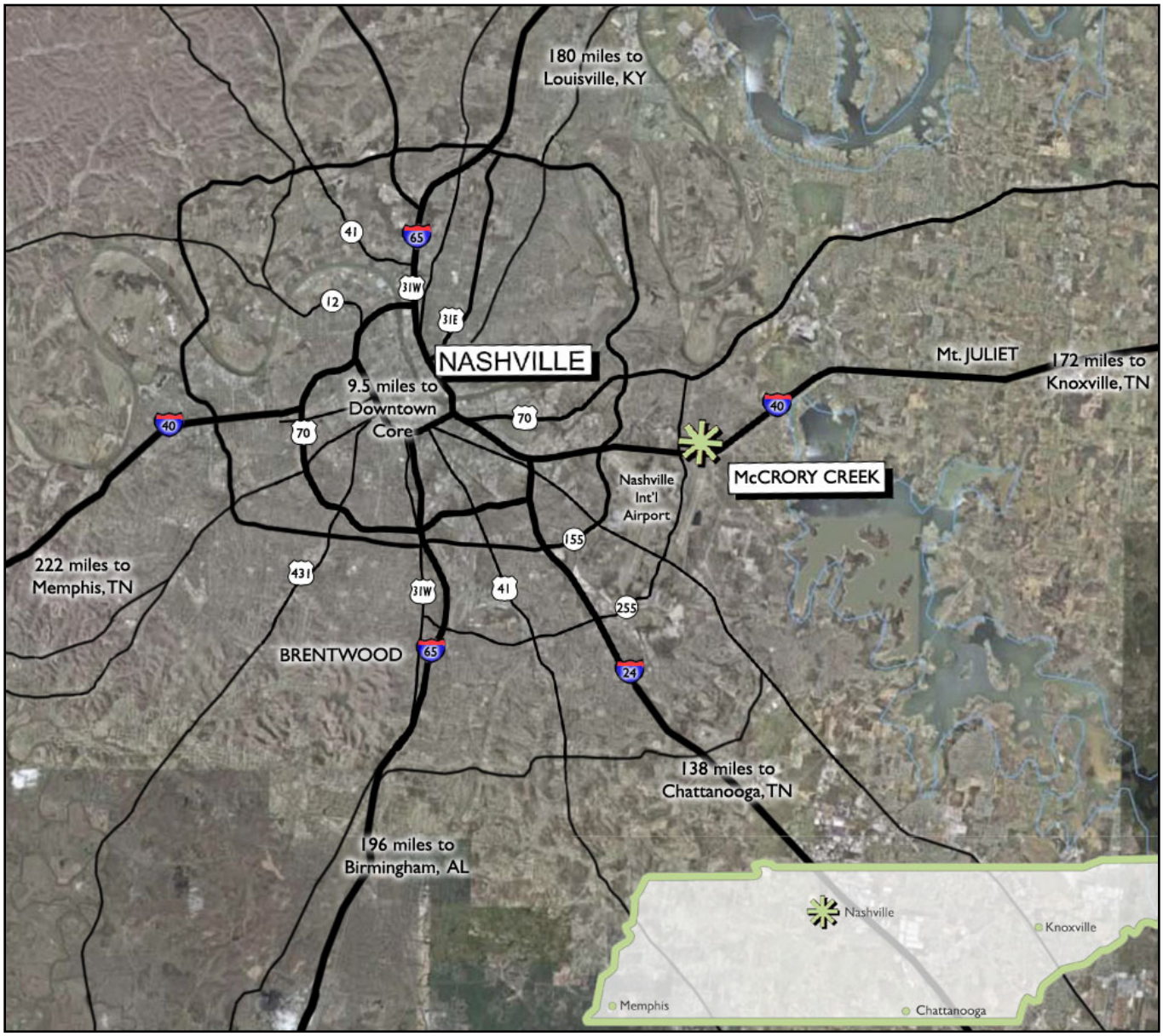
In addition to being sensitive to the environment, this development responds to the existing development patterns and trends in the area. The proposed McCrory Creek office / flex campus and Mixed-Use development is approximately 179.20 acres of undeveloped land that is located at the convergence of a number of development stimuli. Nashville International Airport is located just to the southwest of the site. In fact, a building height plane restriction is actually in place over portions of the western section of the site due to flight patterns crossing overhead. Office / Service development has taken place immediately west of the site along Elm Hill Pike and supporting commercial zoning is in place along the Elm Hill Pike Corridor. Interstate 40 is located directly south of the site and a potential future connection to the proposed extension of Harding place and to a proposed interchange for this extension at the center of the McCrory Creek property.

Precedent for similar development is in place with the existing location of a three-story office / institutional facility (Commerce Center East which includes the Art Institute of Nashville) just to the east of the site. There is also a mass transit hub nearby with the Donelson Station stop on the Music City Star Commuter rail line located approximately 2 miles northwest of the property.

These factors, weighed together, create a compelling argument for a development that considers and compliments these strong development factors. The McCrory Creek Regulating Plan creates a framework and guidelines for the development of a high-quality office / flex campus and mixed-use development in the Donelson area of east Nashville. The plan describes the character and layout of buildings, roads, sidewalks, and parks which will all work together with existing topography, vegetation, geology and cultural features to accomplish the development goals while blending the development with adjacent development in some locations and buffering the site from adjacent neighbors in others.

This regulating plan seeks to establish SP zoning for the McCrory Creek office / flex campus. The project is proposed to accommodate approximately 2.7 million square feet of office / flex space including supporting retail, commercial and mixed-use village. The plan would require a policy amendment from Commercial Mixed Concentration (CMC), Residential Medium Density (RM) and Natural Conservation (NCO) to Office Concentration (OC), Mixed-Use (MU) and Natural Conservation (NCO - note that existing NCO policy is not requested for policy change).



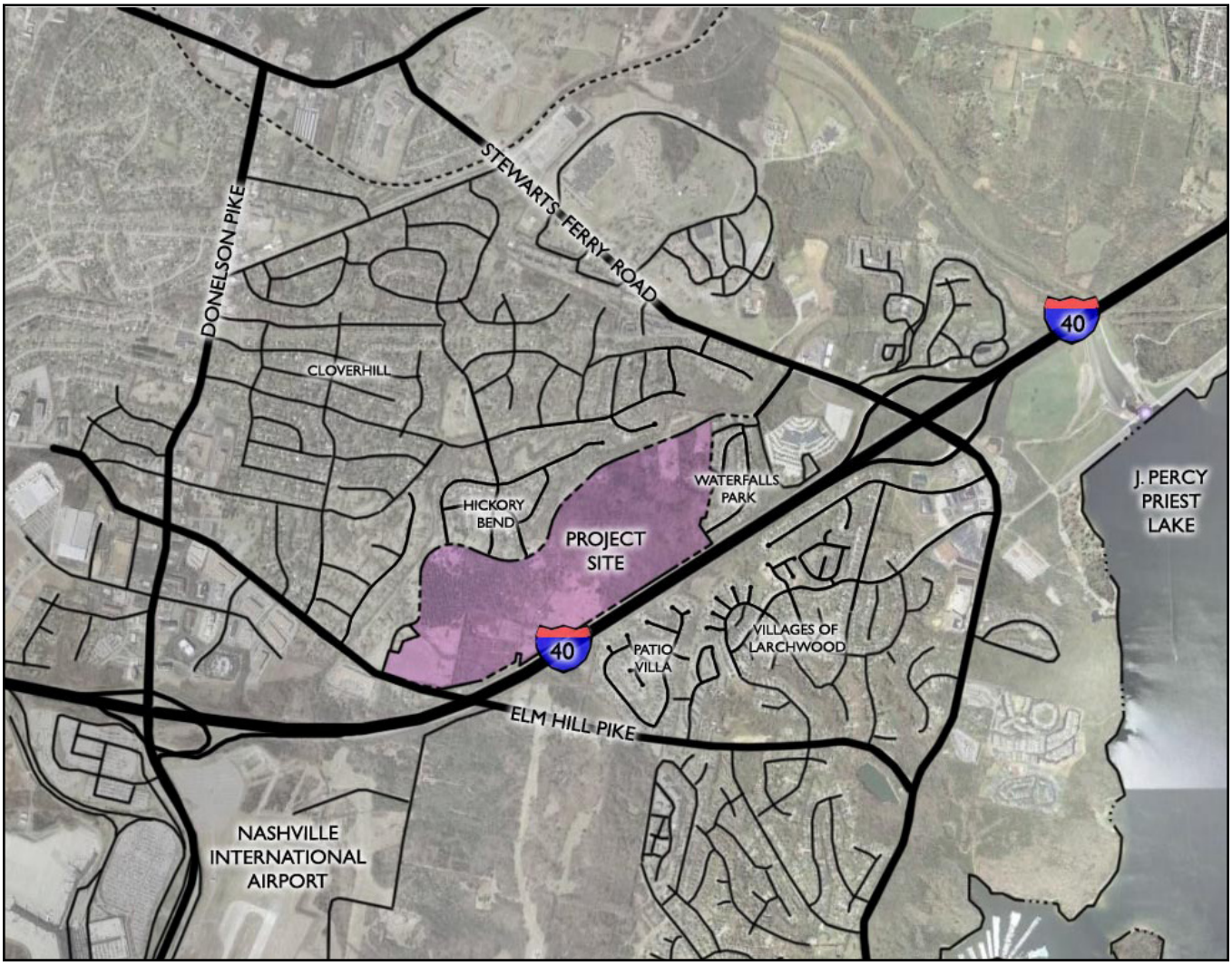


Regional Map

SITE CONTEXT

As is evident considering recent development trends, Nashville and the Middle Tennessee area's place in the region and in the nation are powerful attractions to office users and professional corporations. Nashville's positive economic factors, good access and proximity to a number of major population centers are assets that corporations from across the country have deemed attractive enough to relocate to. The McCrory Creek office / flex campus is located in the Donelson area of Nashville. While many corporations have made Middle Tennessee home, the Donelson area has not seen a lot of this type of growth. As such, the McCrory Creek site has the potential to be a great stimulus to an area that could greatly benefit from the development of a professional office campus and the supporting retail and commercial businesses.

The property is immediately bounded by residential development to the north and east sides of the property. To the north, the Cloverhill and Hickory Bend subdivisions are separated from the property by the existing McCrory Creek Road, which would be preserved adjacent to these subdivisions. To the east, the Waterfalls Park subdivision abuts directly with the proposed development and substantial buffering is planned to maintain a visual separation between the residences and the office park. To the south is the Interstate 40 corridor. A proposed extension of Harding Place will also come into the site and an interchange is planned at Interstate 40. Immediately to the west of the site is Elm Hill Pike and the associated office / service, commercial and retail development.



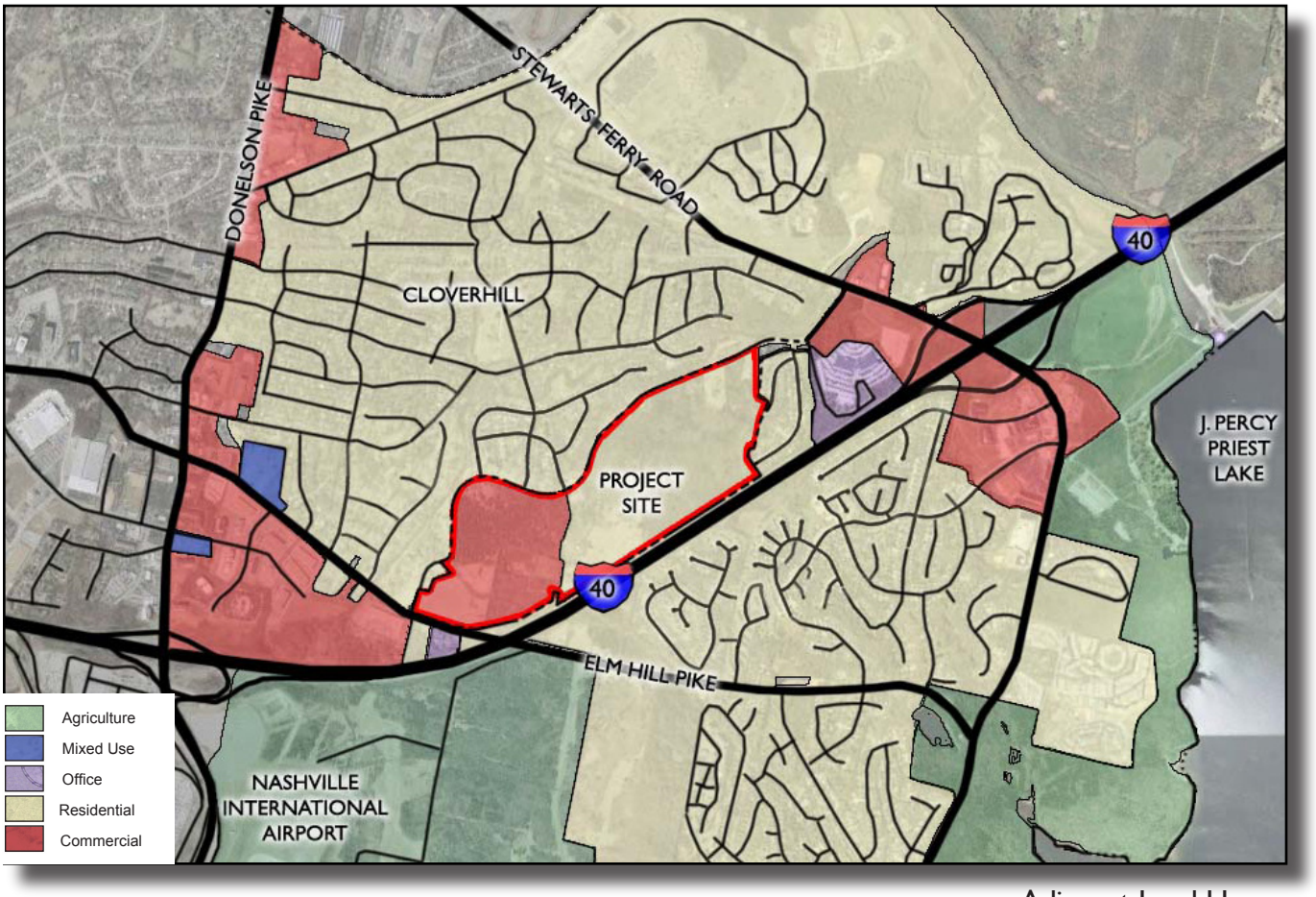
Local Context Map

Beyond the properties immediately adjacent to the site, Nashville International Airport is just southwest of the site. Airport flight patterns pass directly above portions of the western edge of the site. These flight patterns and associated height restrictions will not necessarily impact the development pattern of the site, but it does seem to support the location of office / flex, commercial or some other form of non-residential development. Just east of the site is a three-story Office Complex (Commerce Center East). Approximately 2 miles to the northwest of the site is Donelson Station for the Music City Star commuter train.

Office Building

The Art Institute of Tennessee

Multi-Family Units



Adjacent Land Use

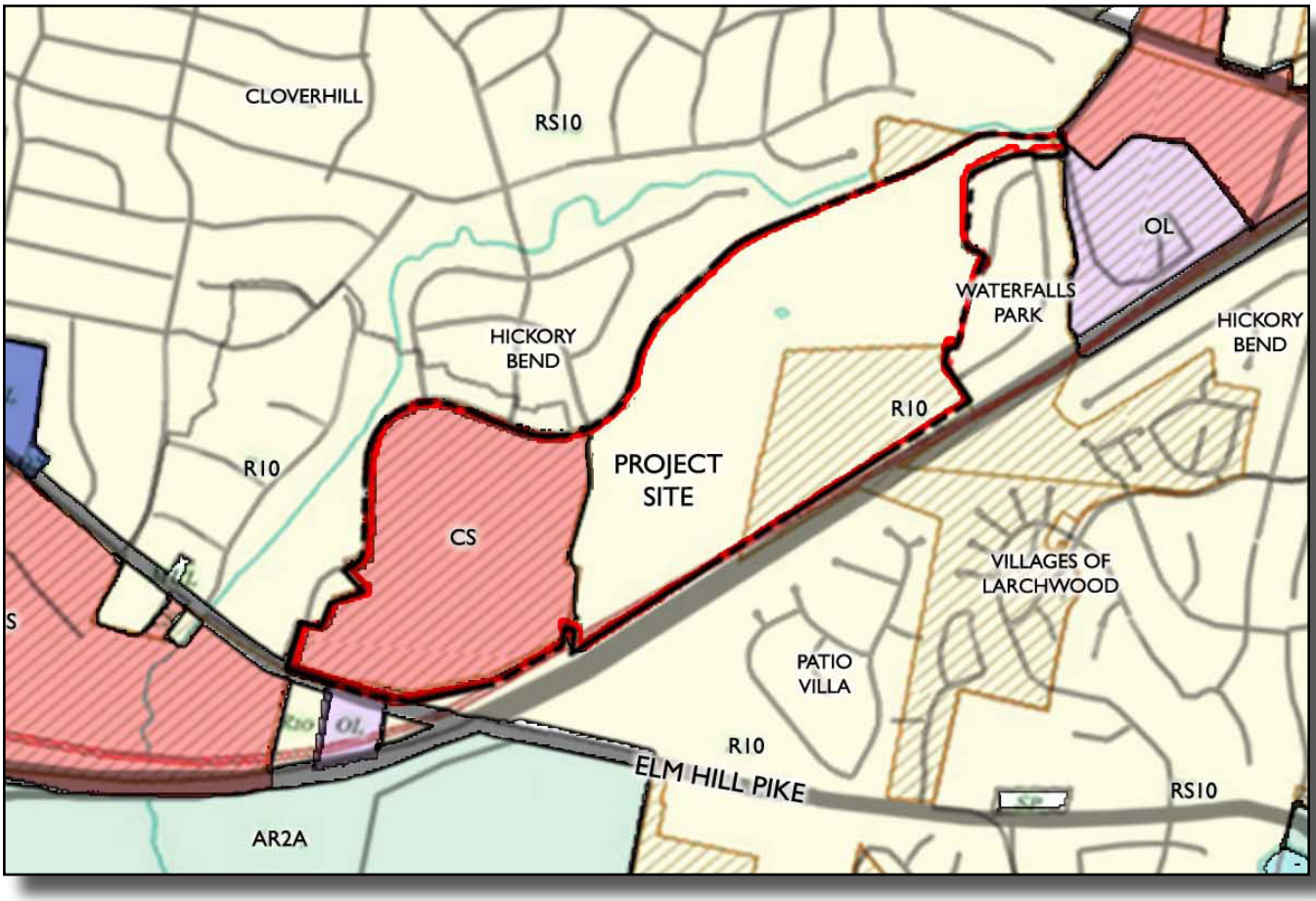
CURRENT ZONING & LAND USE POLICIES

Current Metro Land Use Policy has the McCrory Creek site divided into two primary policies. These policies are Commercial Mixed Concentration (CMC) in the western portion of the site and Residential Medium Density (RM) in the eastern portion of the site. It should be noted that there is additionally an area of Natural Conservation Policy (NCO) present along the McCrory Creek Branch which runs through the western portion of the property.

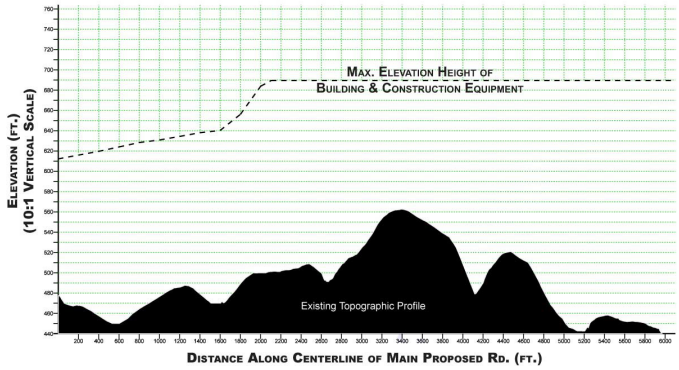
Existing zoning generally reflects this Land Use Policy. The zoning for the property is currently a combination of Commercial Service (CS) and Low-Medium Density Residential (R10). Again, the CS zoning is located in the western portion and R10 in the eastern portion of the site.

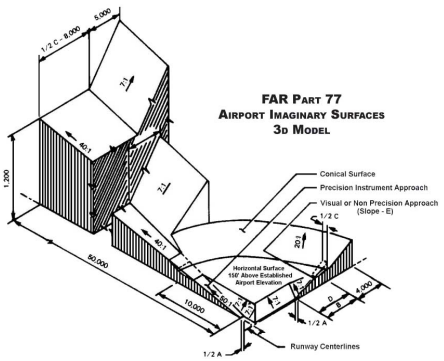
There are also two separate PUDs present on several of the parcels on-site. A commercial PUD is present on the west side of the property and a residential PUD extends into the southeast corner of the site. These PUDs are proposed to be cancelled upon approval of the McCrory Creek SP request. Additional restrictions to building heights are present in the western parcels of the site due to airport flight patterns which cross that portion of the site.

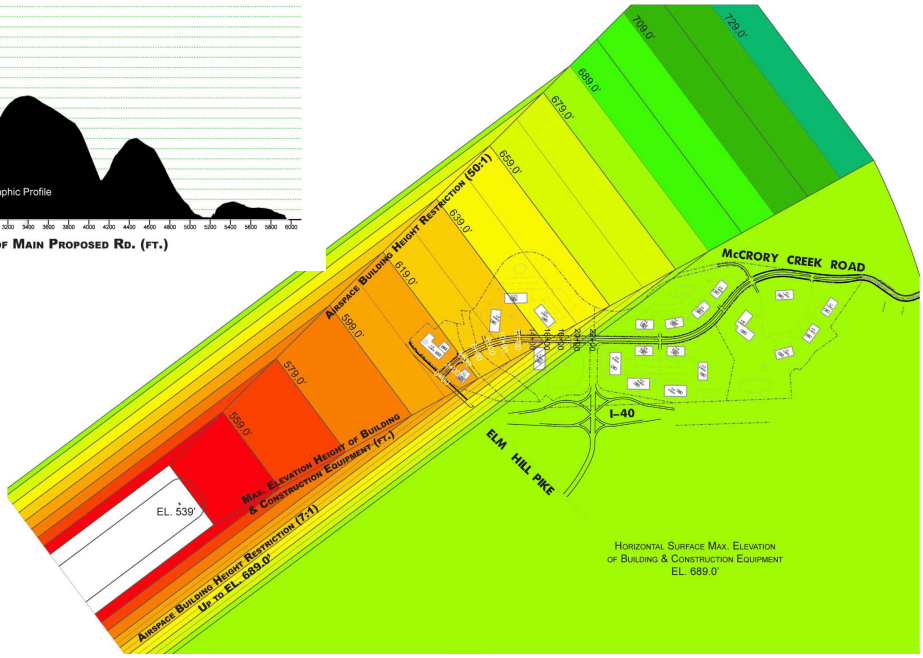
The combination of factors present at the McCrory Creek Property (existing commercial / service development to the west, airport and flight patterns, interstate and interchange locations, three-story office to the east and proximity of the Nashville Star Station) point toward an opportunity for a new kind of development for the Donelson area at the McCrory Creek Property.



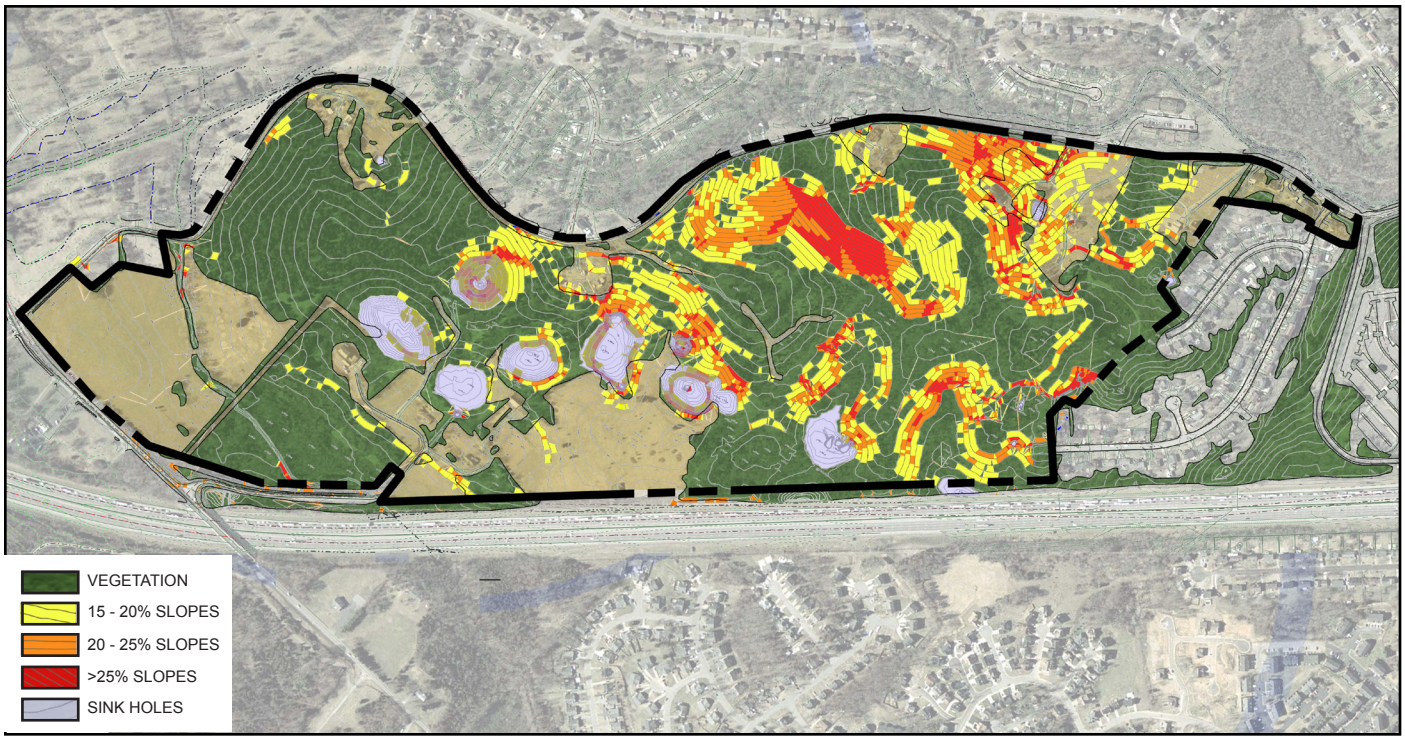
Current Zoning



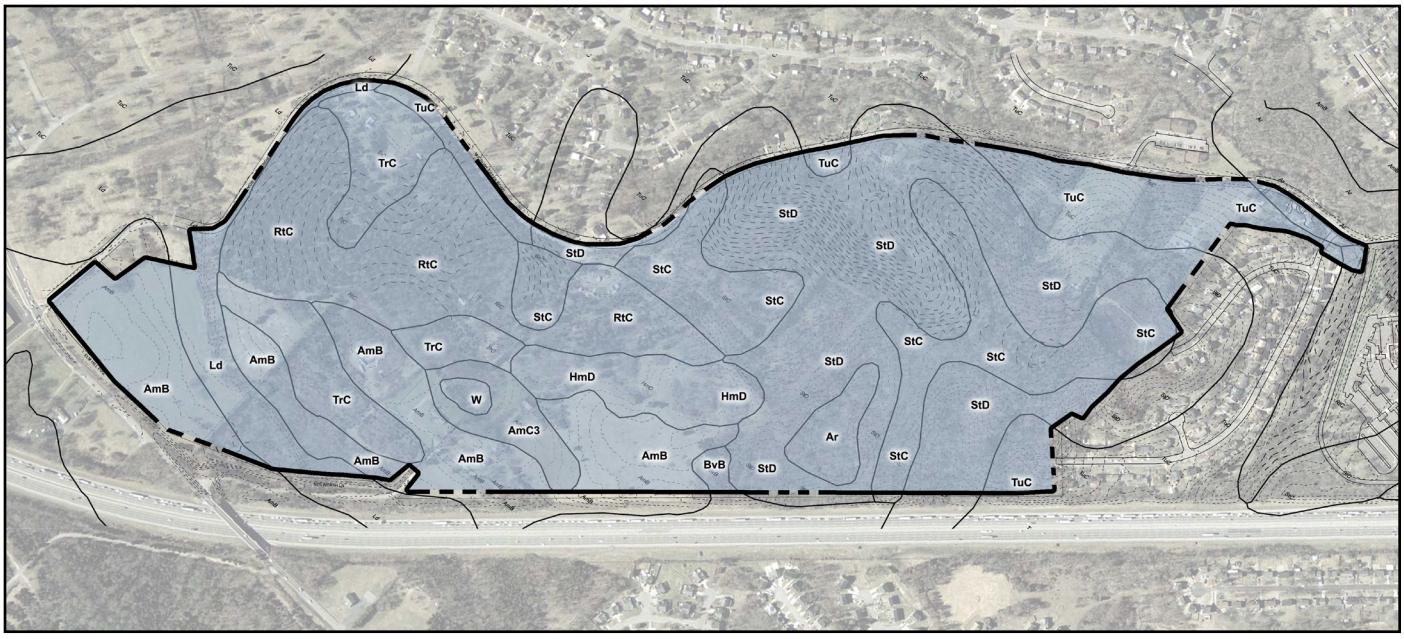




Airport Overlay Plan



Slope / Vegetation Map



Existing Soils Map

AmB: Armour Silt Loam
2 - 5%

AmC3: Armour Silt Loam
5 - 12%

Ar: Arrington Silt Loam
slightly acidic/neutral, nearly level

BvB: Bradyville Silt Loam
2 - 5%

HmD: Hampshire Silt Loam
12 - 30%

Ld: Lindell Silt Loam
neutral to medium acidic, nearly level

RtC: Rock Outcrop
5 - 15%

StC: Stiversville Loam
3 - 12%

StD: Stiversville Loam
12 - 25%

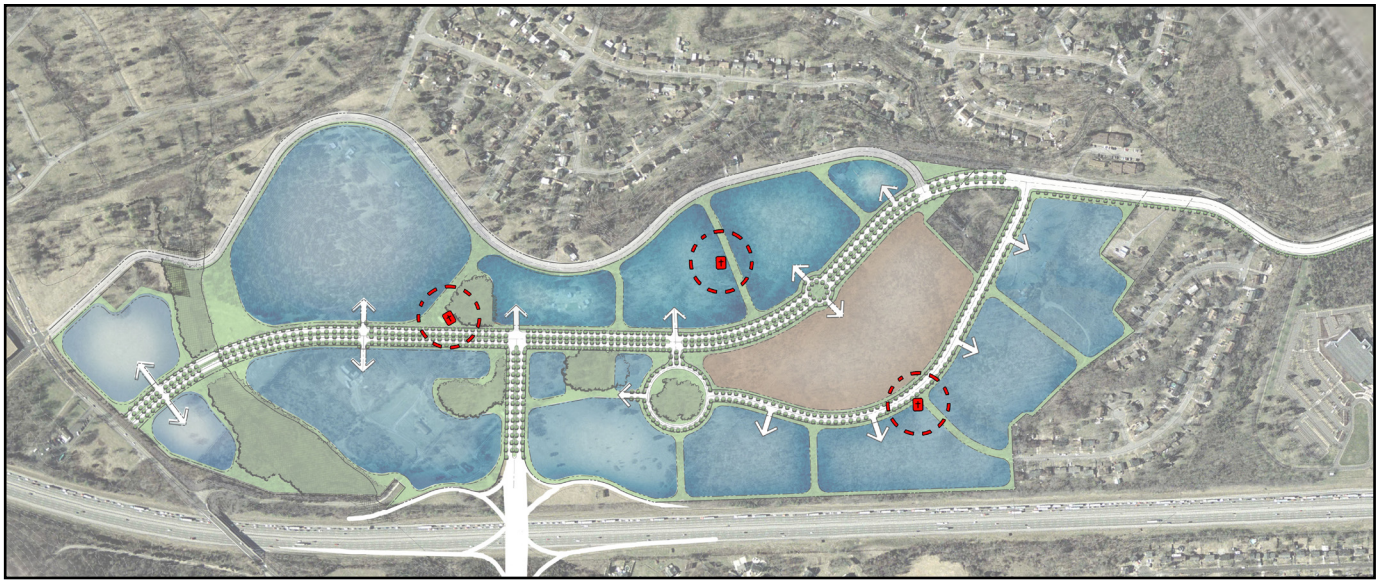
TrC: Talbott-Rock Outcrop Complex
5 - 15%

TuC: Talbott-Urban Land Complex
3 - 12%

W: Water

EXISTING CONDITIONS

A number of existing conditions must be considered in the proposed development of the McCrory Creek Site. The site is wooded with isolated occurrences of significant slopes, several closed depressions and three cemeteries. While these features present development challenges, they present opportunities for the project as well. The wooded boundaries of the site will be preserved as buffers. Closed depressions have been studied and several sinkhole features are to be preserved in permanent community open space for use as pocket parks for office users and local residents. Steep slopes might be used as buffers between proposed land uses and can be used to enhance buffering from adjacent property owners as well as presenting opportunities for open space. Three cemeteries have been located on-site and will be preserved and enhanced. The stream corridor will be preserved and incorporated into a public greenway for which the land will be dedicated to metro parks.

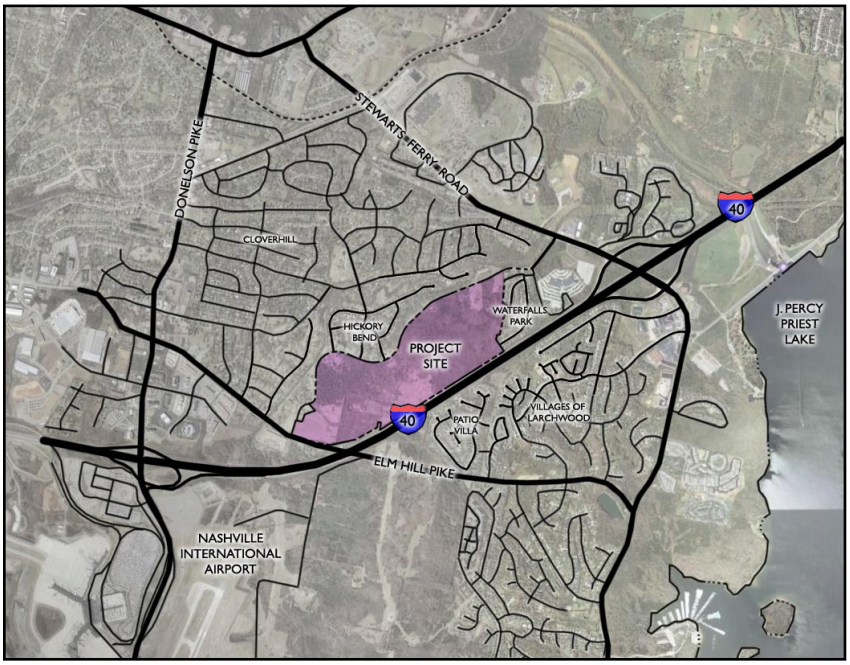


CEMETERY LOCATIONS

As concluded in the previous section, there are a number of factors which, when evaluated in combination, suggest that a development that is denser and which serves a broader population base would be appropriate at the McCrory Creek Property. The proximity of the airport and the presence of a flight pattern overlay suggest non-residential uses might be appropriate. The potential connection to the proposed Harding extension and I-40 Interchange supports a higher development density than might otherwise have been proposed. Similar development types have begun to establish a precedent and model for the proposed development.

While the seeds for a successful office / flex development are in place, the developer has been very active in attempting to identify and address the concerns of the adjacent community. Many of these items are addressed in the planning of the project. One primary concern is how the development will abut against existing neighborhoods. Great care has been taken to preserve natural vegetation along boundaries shared with residential development. In addition to preserving these buffers, the developer has committed to implement, at a minimum, a D-type buffer, the most stringent buffering tool available in the metro planning zoning code. In many instances and, in particular, at the shared boundary with the Waterfalls Park Subdivision, much wider buffers will be provided as the development uses existing topography to determine the most appropriate building locations. This topography rises away from the units and also aids to retain a strong visual separation between uses.

Progressive drainage and storm water treatment methods have been proposed to not only address the needs of the proposed developments, but also to address existing issues for some of the neighbors. Existing flooding conditions off-site should be improved with the implementation of these methods.

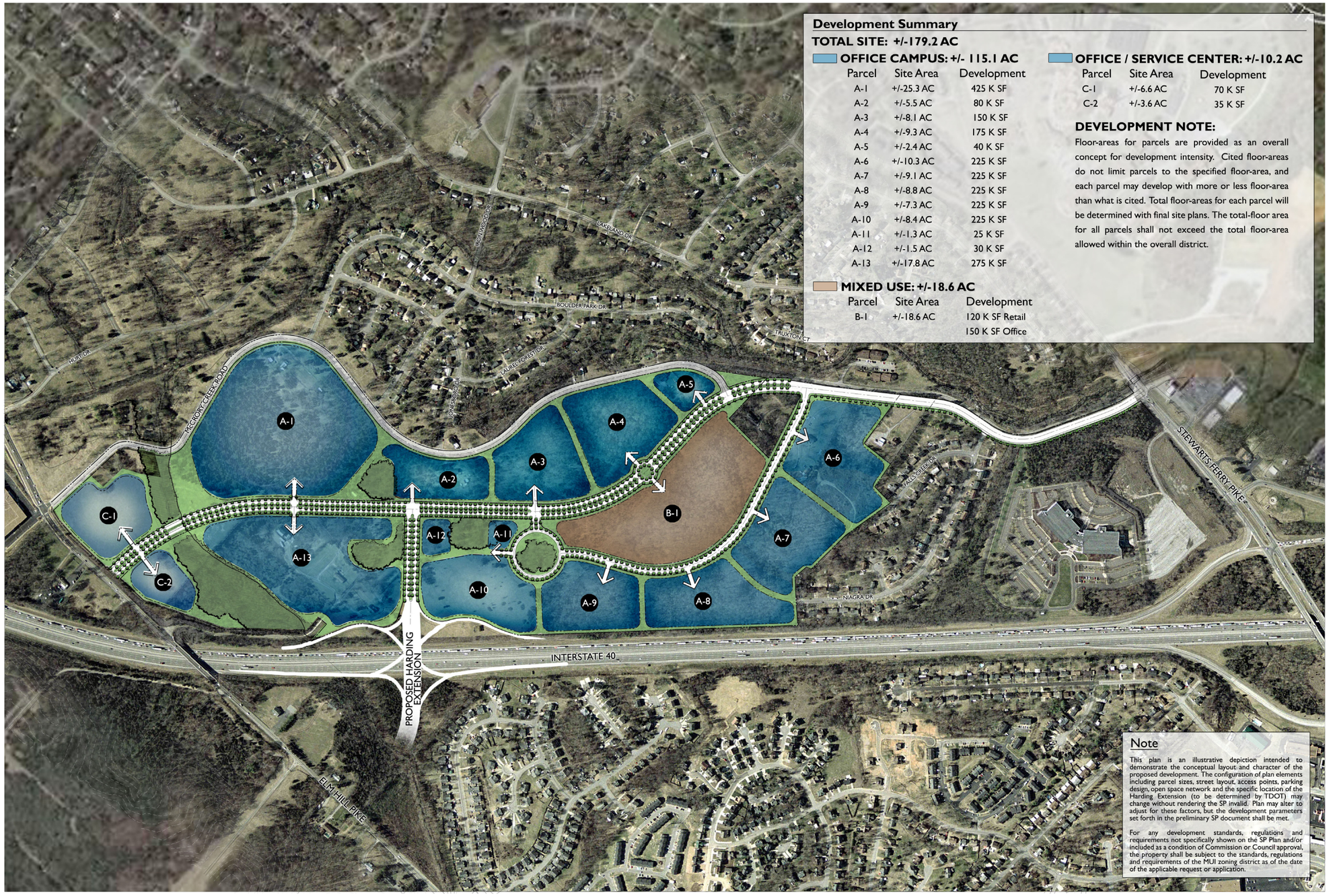


Other neighbor concerns may be addressed through construction methodology. Traffic concerns will be addressed through a number of off-site traffic mitigation techniques identified in a traffic impact study. The recommendations of this study are included later in this document. A comprehensive preblast survey should help to alleviate concerns about the potential for blasting operations on-site. A premier local expert in this field has been employed and assigned this task.

Experts have also been retained to study and recommend remediation, repair or preservation of closed depressions on site. Sinkholes have been studied and several have been planned to be completely preserved.

District A establishes parcels appropriate for office / flex campuses. District B creates a central mixed-use village. Office users and local residents could take advantage of retail and restaurant opportunities in the mixed-use area. District C, is an office and service center use that creates a transition to and from similar development west of the McCrory Creek site. The final district, District D, is more of a network of greenways, trails and parks that link the site together to make it pedestrian friendly and accessible to the adjacent neighborhoods.

This regulating plan seeks to establish SP zoning for the McCrory Creek Office Campus. The project is proposed to accommodate approximately 2.7 million square feet of office (mostly Class A office) including supporting retail, commercial and mixed-use village. The plan would require a policy amendment from Commercial Mixed Concentration (CMC), Residential Medium Density (RM) and Natural Conservation (NCO) to Office Concentration (OC), Mixed-Use (MU) and Natural Conservation (NCO - note that existing NCO policy is not requested for policy change).



Development Summary

TOTAL SITE: +/-179.2 AC

OFFICE CAMPUS: +/- 115.1 AC

Parcel	Site Area	Development
A-1	+/-25.3 AC	425 K SF
A-2	+/-5.5 AC	80 K SF
A-3	+/-8.1 AC	150 K SF
A-4	+/-9.3 AC	175 K SF
A-5	+/-2.4 AC	40 K SF
A-6	+/-10.3 AC	225 K SF
A-7	+/-9.1 AC	225 K SF
A-8	+/-8.8 AC	225 K SF
A-9	+/-7.3 AC	225 K SF
A-10	+/-8.4 AC	225 K SF
A-11	+/-1.3 AC	25 K SF
A-12	+/-1.5 AC	30 K SF
A-13	+/-17.8 AC	275 K SF

MIXED USE: +/-18.6 AC

Parcel	Site Area	Development
B-1	+/-18.6 AC	120 K SF Retail 150 K SF Office

OFFICE / SERVICE CENTER: +/-10.2 AC

Parcel	Site Area	Development
C-1	+/-6.6 AC	70 K SF
C-2	+/-3.6 AC	35 K SF

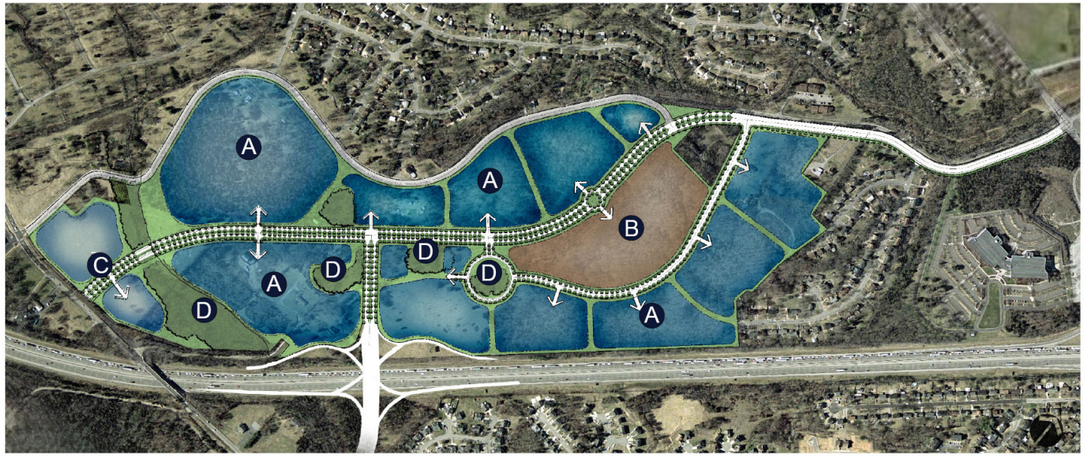
DEVELOPMENT NOTE:

Floor-areas for parcels are provided as an overall concept for development intensity. Cited floor-areas do not limit parcels to the specified floor-area, and each parcel may develop with more or less floor-area than what is cited. Total floor-areas for each parcel will be determined with final site plans. The total-floor area for all parcels shall not exceed the total floor-area allowed within the overall district.

Note

This plan is an illustrative depiction intended to demonstrate the conceptual layout and character of the proposed development. The configuration of plan elements including parcel sizes, street layout, access points, parking design, open space network and the specific location of the Harding Extension (to be determined by TDOT) may change without rendering the SP invalid. Plan may alter to adjust for these factors, but the development parameters set forth in the preliminary SP document shall be met.

For any development standards, regulations and requirements not specifically shown on the SP Plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the MUI zoning district as of the date of the applicable request or application.



Master Plan Concept

A

OFFICE

Area: +/- 115.1 AC

Proposed Office: +/- 2.7 Million SF





B

MIXED-USE

Area: +/- 18.6 AC

Proposed Retail / Mixed-Use:
120 K sf Retail
150 K sf Office






C

OFFICE/SERVICE CTR

Area: +/- 10.2 AC

Proposed Office/ Service CTR:
+/- 105 K

- Parked at 4.5 spaces per 1000





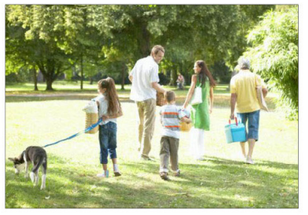
D

GREENWAYS, POCKET PARKS, & TRAILS

Area: +/- 12.5 AC

Accessible to public



OFFICE CAMPUS (District A)

The primary goal of the proposed McCrory Creek development is the creation of an Office/Flex Campus environment. District A, the district containing the office/flex campus development, comprises the majority of the site. This district will be home to high-quality office/flex space suitable for corporate headquarters or other intense office/flex uses.

Building facades will face McCrory Creek Boulevard or internal streets within the parcels. Internal streets may contain parallel parking in order to establish low-speed traffic through these pedestrian oriented areas. Larger parking fields shall be located to the rear/side of the buildings or will be screened through intense landscape requirements. Building sites should take full advantage of views both toward and from the buildings. In selecting final building locations, the designer will consider the topography and existing vegetation so as best to screen parking from adjacent home-owners.

GENERAL USES:

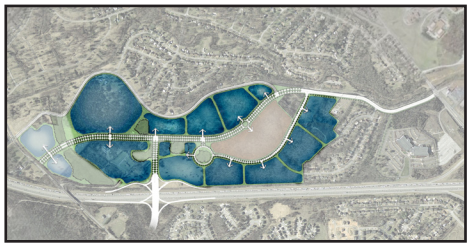
- Class A Office (General)
- Medical Office
- Limited Commercial (office support)
- Retail
- Restaurant
- Conference Rooms
- Fitness Center
- Civic Building
- Day Care
- Hotel (Parcels A-10, 11, 12, 13 only)
  Minimum distance from Waterfall Park Subdivision 1800 feet and a minimum of 390 feet from Old McCrory Creek.

* Drive-Thrus shall be located to side or rear, and at corner lots, shall be oriented away from street R.O.W. Drive-Thrus shall not be allowed in front of any building.

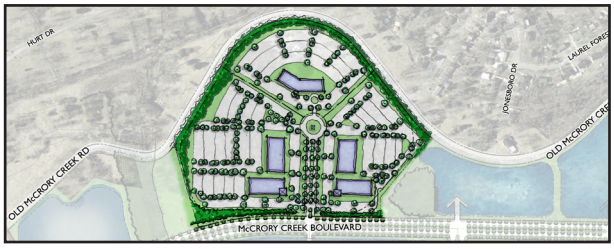
LOT STANDARDS

Old McCrory Creek: 50 feet minimum setback (measured from buffer)
Waterfalls Park Subdivision: 50 feet minimum setback (measured from required buffer)
McCrory Creek Boulevard & Internal Street Setbacks
- Building Front Setback: 20 feet minimum, 110' maximum
- Building Side Setback: 20 feet minimum from property line
- Building Rear Setback: 50 feet minimum from property line

Parking Setback at McCrory Creek Boulevard: 30 feet minimum from R.O.W.
Parking Setback at Internal Streets: 15 feet minimum from R.O.W.
Minimum space between buildings and parking: 20 feet
Minimum space between peripheral parking and adjacent property, internal to project site: 15 feet
Height: 7 stories Maximum
Max ISR: 0.9
Open Space: 10% Minimum
Height Control Plane: The Old McCrory Creek / Waterfalls Park Height Control Plane begin at an elevation of 20' at the building setback line and will rise from that point at a slope of 1.5' vertically to 1.0' horizontally from that point. See pages 27–30 for a graphic illustration of the Old McCrory Creek / Waterfalls Park Height Control Plane
Parking: Permitted uses shall satisfy parking requirements per the Metro Zoning Ordinance. On-street parking may count toward the required parking if directly adjacent the subject parcel. Parking & Landscape parameters described on Page 21 & 25.



Key Map



Conceptual Massing Plan- Parcel A-1

MIXED-USE (District B)

District B will function as a multi-use parcel with connected streets and shared plazas and open spaces. Retail, commercial or office components will anchor the lower floors of buildings with up to four stories of office units above. The ground floor shall be met with wide sidewalks (12' minimum in internal pedestrian areas within Mixed-Use District) that function equally well to bring pedestrians to the businesses and to create comfortable outdoor gathering spaces.

Primary Facades will front on McCrory Creek Boulevard or internal street network (preference to McCrory Boulevard). Buildings shall be visible and accessible from the public street for pedestrian traffic. On-street parking should be utilized where appropriate and major parking zones should be located to the rear/side of buildings and screened from public view by architecture and landscaping.

GENERAL USES:

- General Office
- Medical Office
- Commercial
- Retail*
- Restaurant*
- Conference Rooms
- Day Care
- Civic Building
- Amenities
- Stand-alone bars / night clubs not permitted

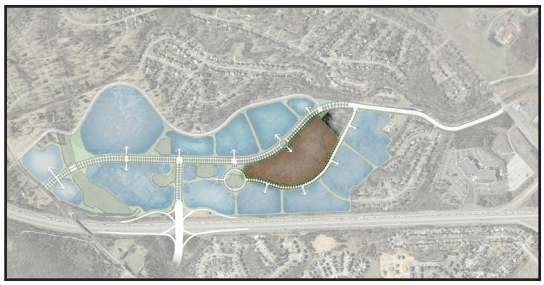
*Drive-Thrus are only permitted in support of end cap users at multi-tenant buildings and which do not require individual curb cuts. Stand alone buildings requiring drive-thrus are not permitted. Drive-thrus may be located to side or rear but shall not be allowed in front of any building.

LOT STANDARDS

Setback from McCrory Creek Boulevard: 12 feet minimum, 20 feet maximum
Building Front Setback: 12 feet minimum, 20 feet maximum
Internal Street Setback: 12 feet minimum
Height: 2 stories Minimum, 5 stories Maximum
Max ISR: 0.9
Open Space: 10% Minimum
Parking: Permitted uses shall satisfy parking requirements per the Metro Zoning Ordinance. On-street parking may count toward the required parking if directly adjacent the subject parcel (Refer to page 21.) Shared parking encouraged.

Note: Front setbacks to be measured from street R.O.W. Parking shall not be permitted within front setbacks.

Height Control Plane: The Old McCrory Creek / Waterfalls Park Height Control Plane begin at an elevation of 20' at the building setback line and will rise from that point at a slope of 1.5' vertically to 1.0' horizontally from that point. See pages 27–30 for a graphic illustration of the Old McCrory Creek / Waterfalls Park Height Control Plane



Key Map

Conceptual Massing Plan- Parcel B-1

OFFICE/SERVICE CENTER (District C)

The Office / Service Center District will continue uses from adjacent commercial development along Elm Hill Pike as a transition into the more dense office uses located toward the interior of the McCrory Creek site. The Office Service Center district will cater toward small office / distribution users or toward offices that require showrooms or storage space. Parking should be screened to the greatest extent possible. Internalized loading areas and service areas are encouraged to be screened from public R.O.W

GENERAL USES:

- General Office
- Medical Office
- Office / Distribution / Warehouse / Showroom
- Retail

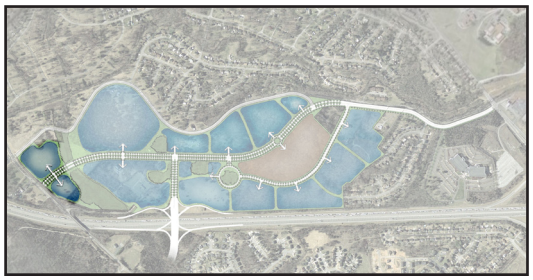
*Outdoor storage of materials, whether materials for product assembly or for sale goods, is not permitted.

LOT STANDARDS

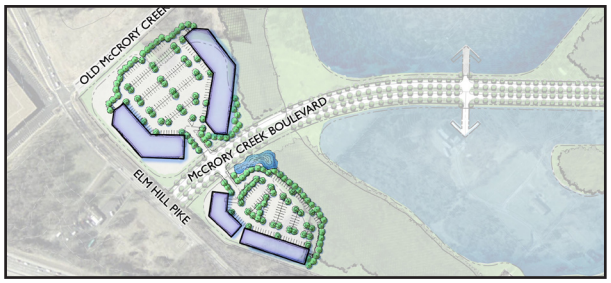
Old McCrory Creek: 50 feet minimum setback
Building Setback from McCrory Creek Boulevard: 20 feet minimum, 110 feet maximum
Building Setback from Elm Hill Pike: 20 feet minimum, 50 feet maximum
Building Side Setback: 20 feet minimum
Parking Setback at McCrory Creek Boulevard: 30 feet minimum from R.O.W.
Parking not permitted immediately adjacent to Elm Hill Pike and shall not front directly onto McCrory Creek Boulevard within 150' of Elm Hill Pike R.O.W. Corridor.
Minimum space between buildings and parking: 20 feet
Minimum space between peripheral parking and adjacent property, internal to project site: 10 feet
Height: 3 stories Maximum
Max ISR: 0.8
Open Space: 10% Minimum
Parking: Permitted uses shall satisfy parking requirements per the Metro Zoning Ordinance. On-street parking may count toward the required parking if directly adjacent the subject parcel. Parking & Landscape parameters described on Page 21 & 25.

Note: Front setbacks to be measured from street R.O.W.

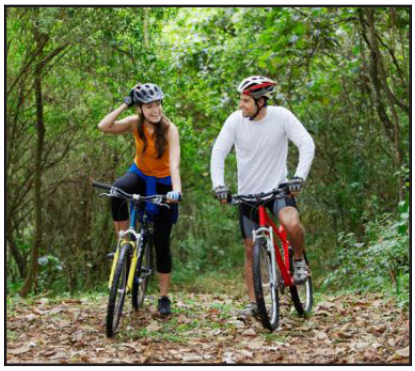
Height Control Plane: The Old McCrory Creek / Waterfalls Park Height Control Plane begin at an elevation of 20' at the building setback line and will rise from that point at a slope of 1.5' vertically to 1.0' horizontally from that point. See pages 27–30 for a graphic illustration of the Old McCrory Creek / Waterfalls Park Height Control Plane.



Key Map



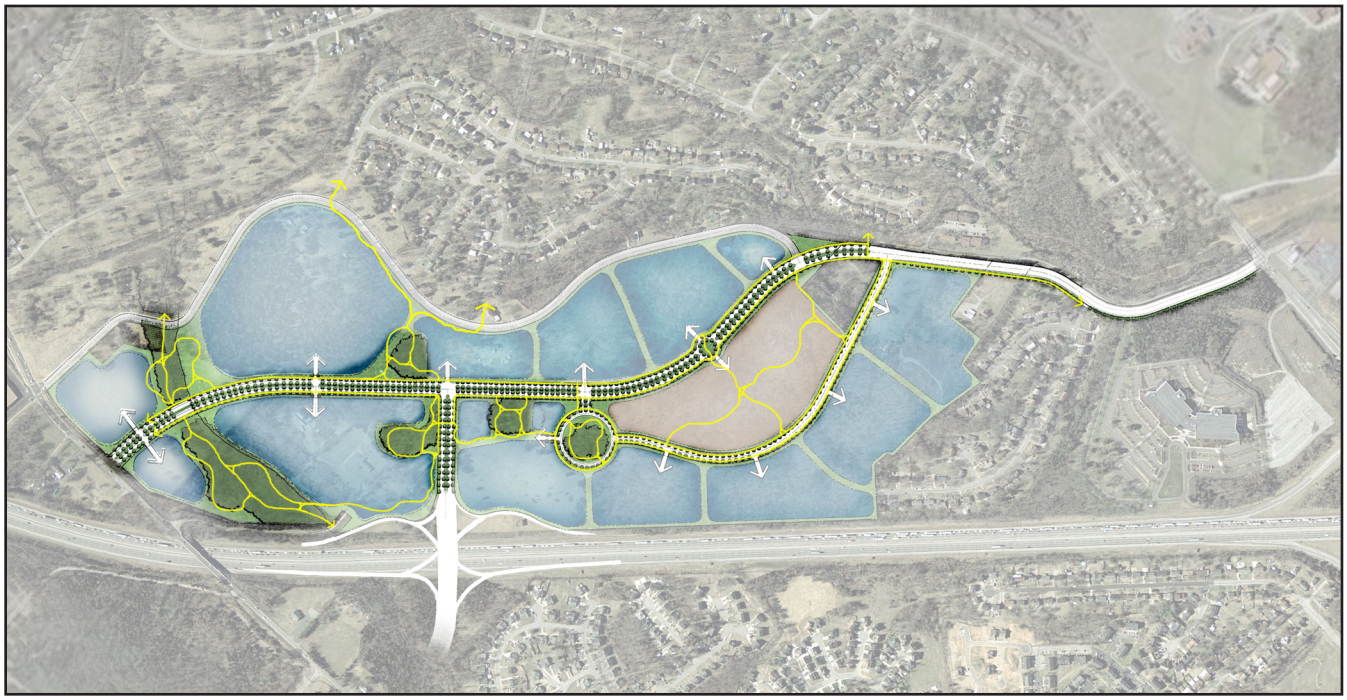
Conceptual Massing Plan - Parcels C1 and C2



GREENWAYS, POCKET PARKS, & TRAILS (District D)

The network of open spaces at McCrory Creek is one of the strengths of the plan. The idea of a truly pedestrian friendly environment where an office user can take a walk to some of the restaurants without getting in a car or spend a lunch hour jogging through the trail system is one of the concepts driving the vision for this project. The greenways, parks and trails will be a lasting benefit for adjacent homeowners who will have full-access to these amenities.

The proposed development views this internal park system as a logical series of park infrastructure elements much as a street system or a drainage system might be analyzed. There are two pedestrian "arterials". The planned Metro greenway along McCrory Creek will serve as a pedestrian connection to the region as a whole. Eight-foot wide sidewalks along McCrory Creek Boulevard create pedestrian connections from office users to the planned greenway and to the rest of the trail system. A network of pedestrian "collectors" will meander throughout the site with trails crossing individual office sites and making connections to mixed-use and multi-family residential parcels. Pedestrian "local" connections will also be created with connections to adjacent communities where vehicular connections have been specifically avoided. These trails will connect the Waterfalls Park Subdivision to the development so that residents may enjoy the park amenities and connections to mixed-use retail opportunities in the same way that office-users are connected. This system will allow access for adjacent residents and for individual office parcels to common open space including programmed formal open space, preserved closed depression and pocket parks or to the natural habitat of the planned Metro greenway at McCrory Creek. An estimated 12.5 acres of open space will be preserved in addition to required open space for all parcels.



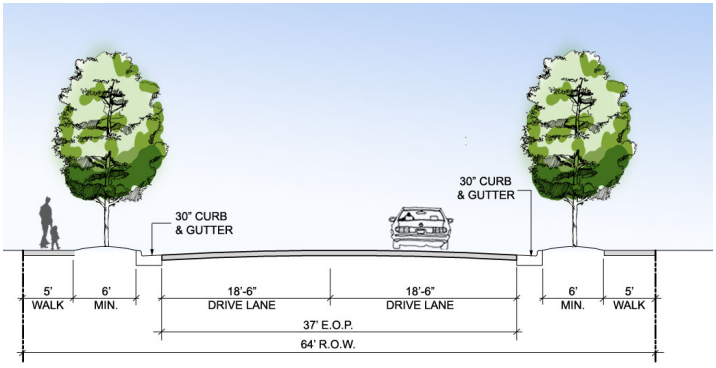
Conceptual Trail Network Diagram

Streets and Parking

The McCrory Creek street network is designed in a fashion that will accommodate the fluid movement of traffic while incorporating a pedestrian friendly streetscape without compromising pedestrian safety. There are two general street classifications at McCrory Creek. Primary streets are those shown on this page (including internal streets and boulevard) and are located on the key map below. Secondary streets are the additional streets that may be required for circulation within individual parcels and some examples of such streets are included in the massing studies shown on pages 15-17. Both street classifications are appropriate for buildings to front on, but preference should be given to primary streets.

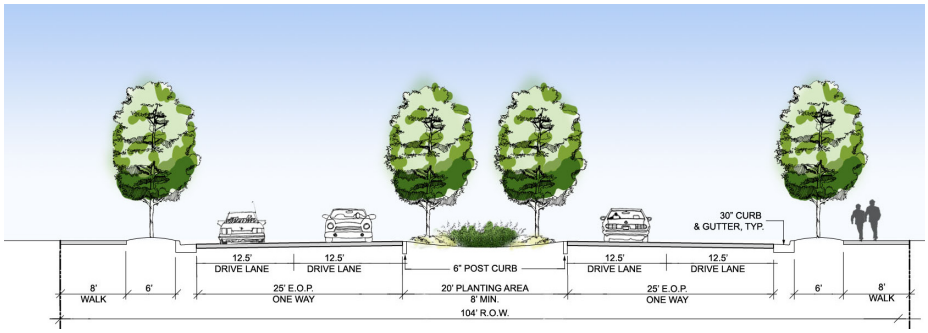
Sidewalks will be extensive and accommodating to pedestrians, inviting to recreational walkers and comfortable for business owners. Buildings will be located in such a fashion as to allow for adequate walkways and landscape zones along all streets. All street intersections will accommodate handicap access and adequate lighting. The pedestrian realm will be further enforced through limitations on number and locations of curb cuts. Curb cut locations shall be reviewed by metro planning at final site plan submittal.

The streets are also designed to alleviate other site issues. The proposed McCrory Creek Boulevard, for example, is proposed to have an inverted median in order to implement progressive storm water treatment practices into the street section.



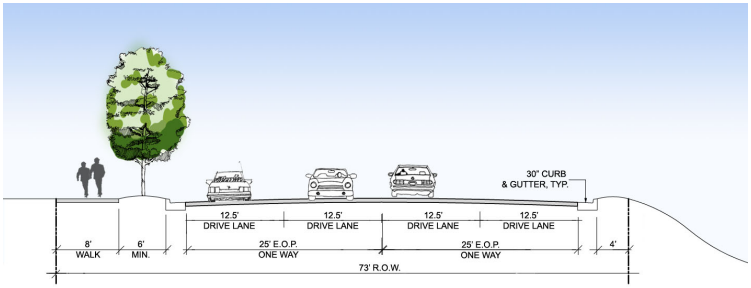
Note: Street section to match ST-260 with minor edits to width of grass strip

INTERNAL STREETS



Note: Street section to match ST-262 with minor edits to width of sidewalk, grass strip, and medians. Medians shall be inverted to enhance storm water quality.

BOULEVARD



Note: Street section to match ST-262 with edits to sidewalks, grass strips, and medians.

4-LANE CONNECTION TO STEWARTS FERRY PIKE

PARKING

When parking is visible from public or private streets, architectural elements and/or landscaping materials shall be used to screen views. Where parking lots abut directly to public streets, parking lots shall be screened with an opaque screen to a height of 3'-0" in order to reduce visual impact of parking fields and headlights. Opaque screening may be in the form of evergreen landscape materials, earth berms, walls or other methods submitted to and approved by the Design Review Committee. Canopy trees shall be located in all parking lot islands with a minimum width of 9', and sidewalk systems shall connect parking areas to building entrances. See pages 15, 16 & 17 for parking setbacks.

When parking is visible from the public or private street, architectural elements and/or landscaping materials shall be used to screen views. In some cases, a masonry wall may be implemented using materials in keeping with the architecture. Where parking spaces are directly adjacent to the internal street network, parallel parking shall be encouraged. Diagonal parking may also be used as appropriate, but perpendicular (head-in) parking shall be prohibited.

PROPOSED TRAFFIC IMPROVEMENTS

Traffic impacts have been identified as a major point of concern for area residents. A traffic study has been completed for the site and recommendations for traffic remediation options are included herein. The development of the proposed site will have impact to the capacity of the existing roadway network. However, even at full build-out, the levels-of-service to be provided at most of the intersections in the study area will be acceptable with the construction of mitigating improvements. The mitigating improvements include the following:

- Construction of a 580-foot southbound right-turn lane on McCrory Creek Road at Elm Hill Pike and a westbound right-turn lane on Elm Hill Pike. This in needed with Phase 1 of the development.
- Construction of a 125-foot right-turn lane on westbound Elm Hill Pike at Donelson Pike and the construction of a 325-foot right-turn lane on northbound Donelson Pike at Elm Hill Pike. These are needed with Phase 2 of the development.
- Construction of a 150-foot right-turn lane on northbound Donelson Pike at Royal Parkway and a 150-foot right-turn lane on southbound Donelson Pike at Royal Parkway. Striping of a 425-foot right-turn lane on eastbound Royal Parkway at Donelson Pike and a 100-foot right-turn lane on westbound Royal Parkway at Donelson Pike. These are needed to accommodate background traffic growth.
- Extension of the existing left-turn lane on northbound Bell Road at Elm Hill Pike to provide 450-feet of storage, extension of the existing right-turn lane on southbound Bell Road at Elm Hill Pike to provide 200-feet of storage, and provision of an additional through lane in each direction on Bell Road. The turn lanes are needed with Phase 2 of the development while the additional through lanes on Bell Road are needed to accommodate the background traffic growth.
- Construction of a 300-foot right-turn lane on eastbound Stewarts Ferry Pike at McCrory Creek Road and provision of the proper cross-section (one that will provide three approach lanes) on the new roadway intersecting Stewarts Ferry Pike at the existing McCrory Creek Road intersection. These are needed with Phase 2 of the development.
- Signalization of the Elm Hill Pike intersection with the proposed site access roadway along with the provision of dual left-turn lanes entering the site and a 275-foot right-turn lane entering the site. These are needed with Phase 1 of the development.
- Widening the on- and off-ramps at the Donelson Pike intersection with the westbound I-40 ramps, providing 1,100-feet in dual left-turn storage on northbound Donelson Pike, and 250-feet in dual right-turn storage on southbound Donelson Pike. The dual left-turn lanes on Donelson Pike are needed to accommodate the background traffic growth. Other improvements at this intersection are needed with Phase 2 of the development.
- Signalization of the Donelson Pike intersection with the eastbound I-40 ramps. This is needed to accommodate the background traffic growth.
- Widening the off-ramp at the Stewarts Ferry Pike intersection with the westbound I-40 ramps, provision of 1,000-feet of left-turn storage on northbound Stewarts Ferry Pike, and signalization of the intersection. Signalization is needed to accommodate the background traffic growth. Other improvements at this intersection are needed with Phase 2 of the development.
- Widening the off-ramp at the Stewarts Ferry Pike intersection with the eastbound I-40 ramps and provision of 900-feet of left-turn storage on southbound Stewarts Ferry Pike. These are needed with Phase 2 of the development.

The intersection of Elm Hill Pike with the proposed site access roadway will begin to meet signal warrants with upon the completion of approximately 250,000 square feet of the proposed office park space. At this time, the intersection should be evaluated to determine if the traffic volumes at that time do in fact meet applicable signal warrants. If volumes are sufficient, then a traffic signal should be designed and installed. This signal should be coordinated with the adjacent traffic signal at the McCrory Creek Road intersection. The design of the proposed traffic signal should insure that adequate sight distance is provided for the signal heads. If this is not possible, then advance signing should be included as a part of the design on the deficient approach or approaches.

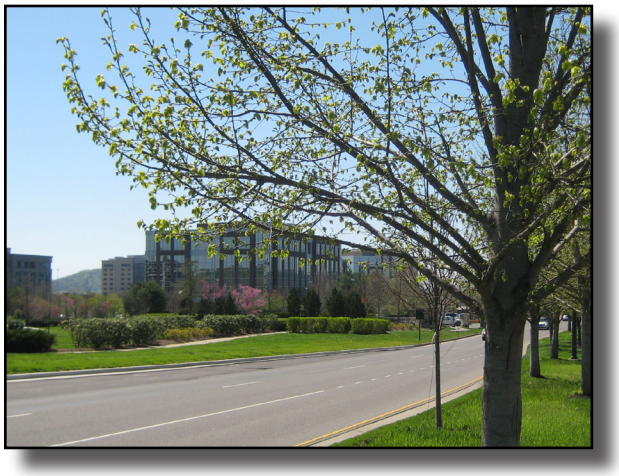
Even with the installation of a traffic signal at the intersection of Elm Hill Pike with the proposed site access intersection, traffic through the intersection will experience significant delay. To mitigate this capacity deficiency, some widening should occur on the eastbound Elm Hill Pike approach to the site access roadway in order to provide dual left-turn lanes into the development. Transition into these dual left-turn lanes should be coordinated with the existing westbound left-turn lane at the McCrory Creek Road intersection. Widening is also needed on the westbound Elm Hill Pike approach to provide a separate right-turn lane into the site. This right-turn lane will be extended west as a through lane that will terminate as a right-turn lane at the McCrory Creek Road intersection. Transition for this right-turn lane should begin at the existing bridge over Interstate 40. Widening of Elm Hill Pike is needed with Phase 1.

The development of the site plan for this project should include provisions for internal sidewalks that extend out and along the Elm Hill Pike frontage. It should also provide provisions for a connection to the existing Greenway that crosses the proposed site access roadway. All internal roadways will be constructed and all intersections will be located appropriately with respect to roadway intersections in accordance with the Metropolitan Subdivision Regulations. No other off-site improvements are recommended to mitigate any projected traffic or operational impacts of the proposed development.

LANDSCAPE & BUFFERING

LANDSCAPE & BUFFER STANDARDS

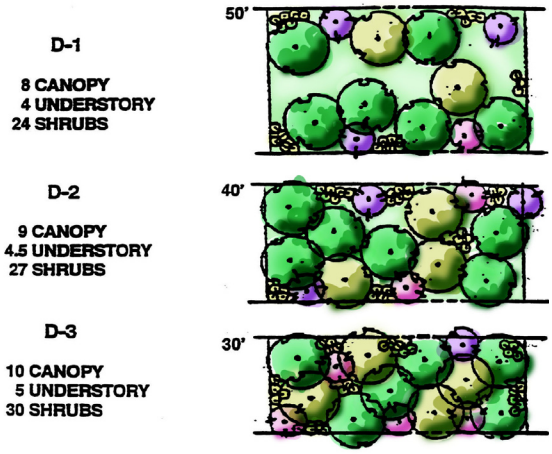
Landscape and buffer standards are intended to enhance pedestrian areas and to guide views toward shared amenities or to shield views from adjacent residences or toward nuisance areas such as parking or service areas. Landscape areas will use a careful mix of canopy trees, evergreen trees, understory trees and shrubs to achieve these goals. Street trees and canopy trees may be either deciduous or evergreen but generally grow to a mature height of 40'-0" or greater. Canopy trees generally have a single trunk which should be a minimum 3" caliper upon installation. Evergreen trees retain foliage year-round. Installed evergreen trees shall be a minimum of 6'-0" in height. Understory trees may be deciduous or evergreen but generally grow to less than 40'-0" at maturity. At installation, understory trees should have a minimum caliper of 2 ½" inches or, if multi-trunk, shall have a minimum of three leaders which, when added together, equal a minimum of 2 ½" caliper.



Street trees and canopy trees shall be planted every 40'-0" along the proposed McCrory Creek Boulevard and along the proposed internal street network. No street trees will be planted along Old McCrory Creek. Recommended street tree species include the following (additional street tree selections may be submitted for case by case approval):

• Acer rubrum	Red Maple
• Acer saccharum	Sugar Maple
• Fraxinus americana	White Ash
• Fraxinus pennsylvanica	Green Ash
• Gleditsia triacanthos var. inermis	Thornless Honey Locust
• Ginkgo biloba	Ginkgo (male only)
• Liquidambar styraciflua	Sweetgum (fruitless varieties only)
• Nyssa sylvatica	Black Gum, Tupelo
• Quercus coccinea	Scarlet Oak
• Quercus phellos	Willow Oak
• Quercus shumardii	Shumard Oak
• Ulmus parviflora 'Allee'	Allee Elm
• Zelkova serrata	Japanese Zelkova

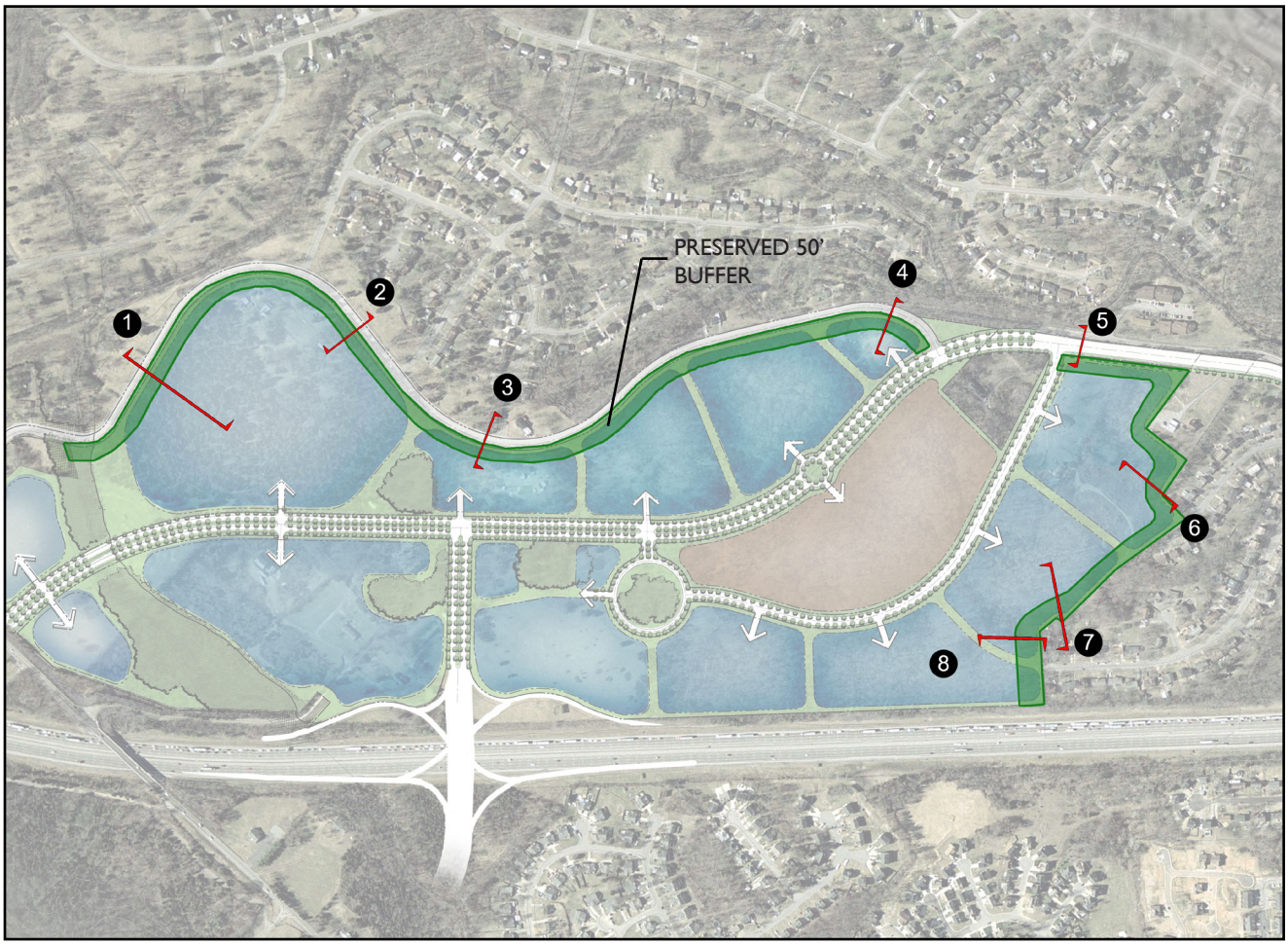
Metro Standard D - Landscape Buffer Yards



Buffer yards will be designed to concentrate plants toward property boundaries and should be arranged to maximize their screening effect. The placement of trees and shrubs in the buffer shall be such that it achieves visual separation between abutting land uses. Shrubs should also be massed in rows or grouped to maximize screening. Buffers shall be D-type buffers where property abuts existing residential districts (Waterfalls Park Subdivision and Hickory Bend Subdivision). This buffer may be met through the preservation of existing trees, but may require supplementary landscape materials where trees must be removed or where adequate existing trees are not present. Per the City of Nashville's landscape buffer yard requirements, at least one-half of the required shrubs shall be evergreen.

Buffering along old McCrory Creek will meet the metro D-type buffer standards. Much of Old McCrory Creek will have the benefit of being below the proposed development. This condition of looking up at the proposed development will enhance the effect of the buffering and will create a stronger visual separation between existing residences and the proposed development. Buffering at development the boundary with Waterfalls Park Subdivision and with Niagara drive will also meet D-type buffer requirements, but in most cases will provide more than the minimum buffer standards require.

Buffering option D-3 shall be applied to the 30 foot parking lot setback along McCroy Creek Boulevard for Districts A & C.



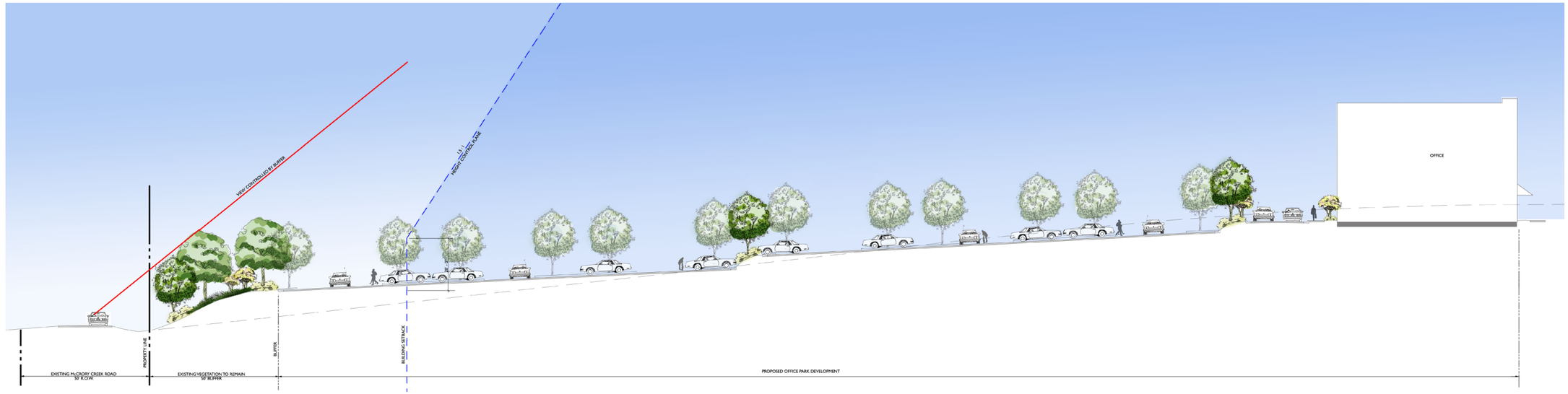
Perimeter Buffer Yards

Preservation areas will be maintained around the boundaries of the property to maintain a mature tree buffer. Preservation areas will also be established at the closed depressions that have been planned as common open space and pocket parks and along the McCrory Creek Branch in the western portion of the site. In addition to preserved areas, each parcel will additionally be required to have 10% minimum open space.

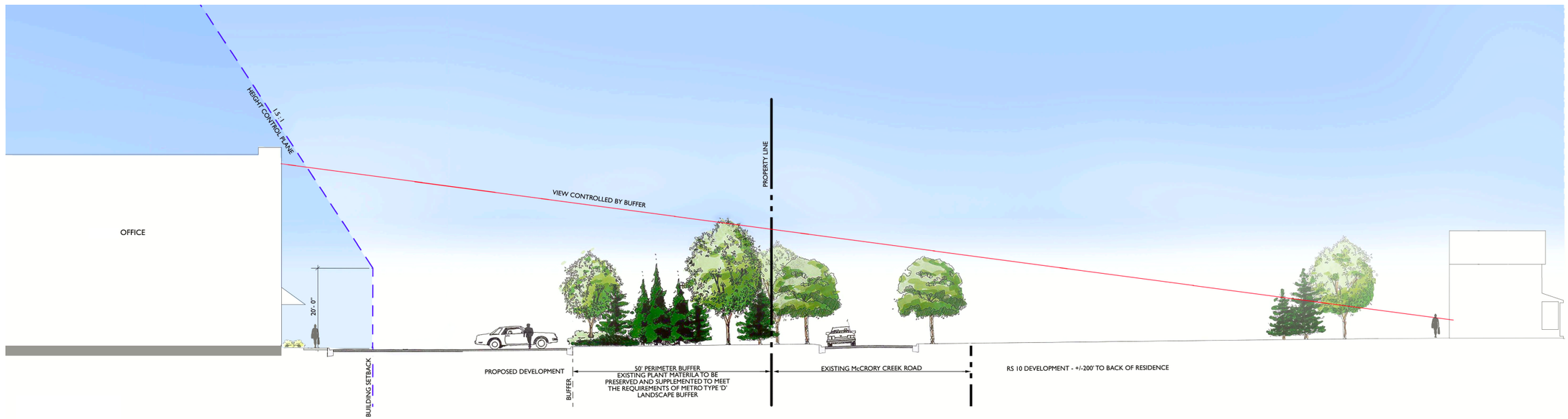
Individual parcels will also be required to meet the Metropolitan Tree Ordinance. Street trees, required buffers and on-site tree preservation areas within any individual parcel will count toward meeting the ordinance. Sites will receive a "tree density bonus" for shared tree density preserved and created in common open space. Bonuses will be calculated using a typical tree preservation area as a sample to create an average across preserved areas. The tree density in these preserved areas will then be distributed as credits on a prorated basis (based on acreage and averaged across the total site) to all parcels of development.

In addition to meeting the Metropolitan Tree Ordinance, screening of parking and visible systems shall be provided. All parking, utilites, meter boxes, back flow preventers, heating and cooling units and other mechanical systems shall be screened to a minimum height of 3 feet, vaulted or located away from public view.

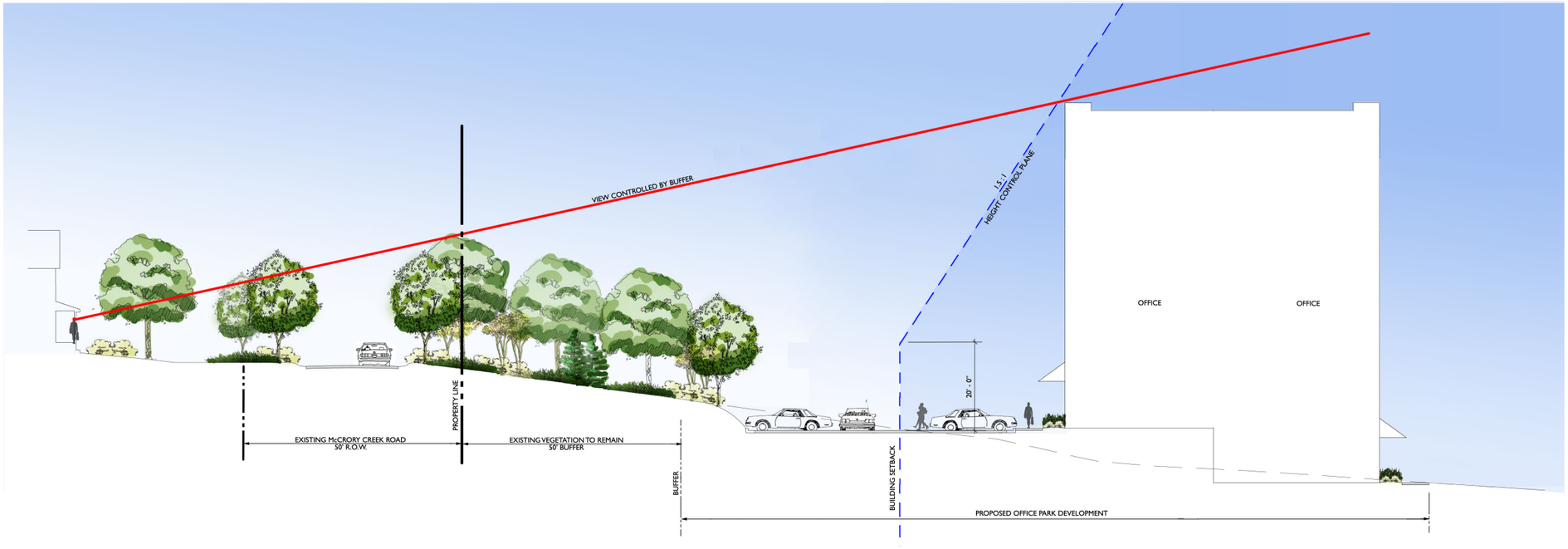
1


VIEW CONTROLLED BY BUFFER
1:1
HEIGHT CONTROL PLANE
OFFICE
EXISTING McCRORY CREEK ROAD
50' R.O.W.
PROPERTY LINE
EXISTING VEGETATION TO REMAIN
50' BUFFER
BUFFER
BUILDING SETBACK
PROPOSED OFFICE PARK DEVELOPMENT

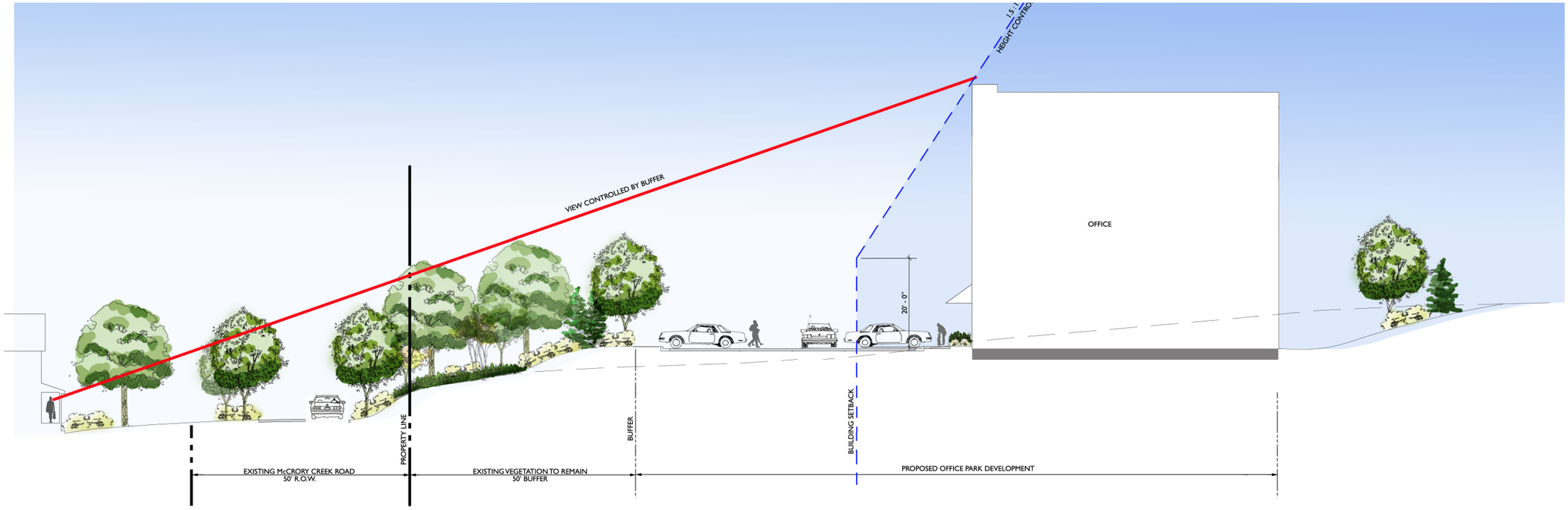
2


1:1
HEIGHT CONTROL PLANE
OFFICE
20'-0"
BUILDING SETBACK
VIEW CONTROLLED BY BUFFER
PROPERTY LINE
PROPOSED DEVELOPMENT
BUFFER
50' PERIMETER BUFFER
EXISTING PLANT MATERILA TO BE
PRESERVED AND SUPPLEMENTED TO MEET
THE REQUIREMENTS OF METRO TYPE 'D'
LANDSCAPE BUFFER
EXISTING McCRORY CREEK ROAD
RS 10 DEVELOPMENT - +/-200' TO BACK OF RESIDENCE

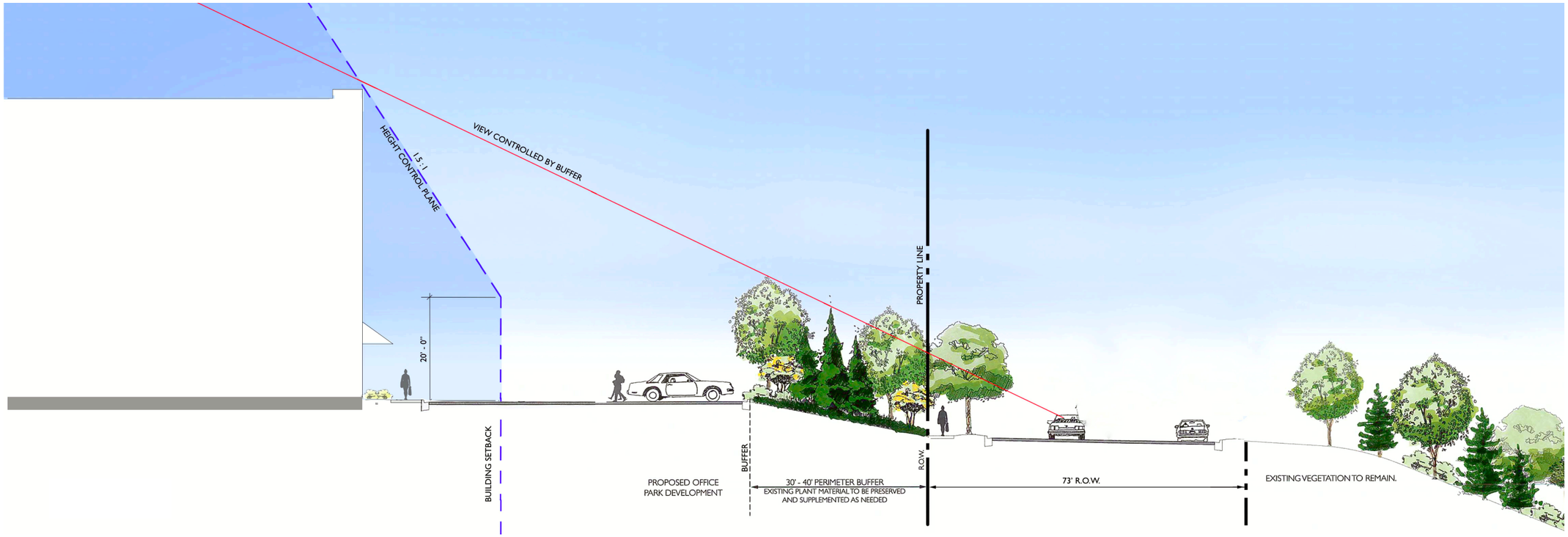
3


VIEW CONTROLLED BY BUFFER
1.5 : 1
HEIGHT CONTROL PLANE
OFFICE
OFFICE
20' - 0"
PROPERTY LINE
EXISTING McCRORY CREEK ROAD
50' R.O.W.
EXISTING VEGETATION TO REMAIN
50' BUFFER
BUFFER
BUILDING SETBACK
PROPOSED OFFICE PARK DEVELOPMENT

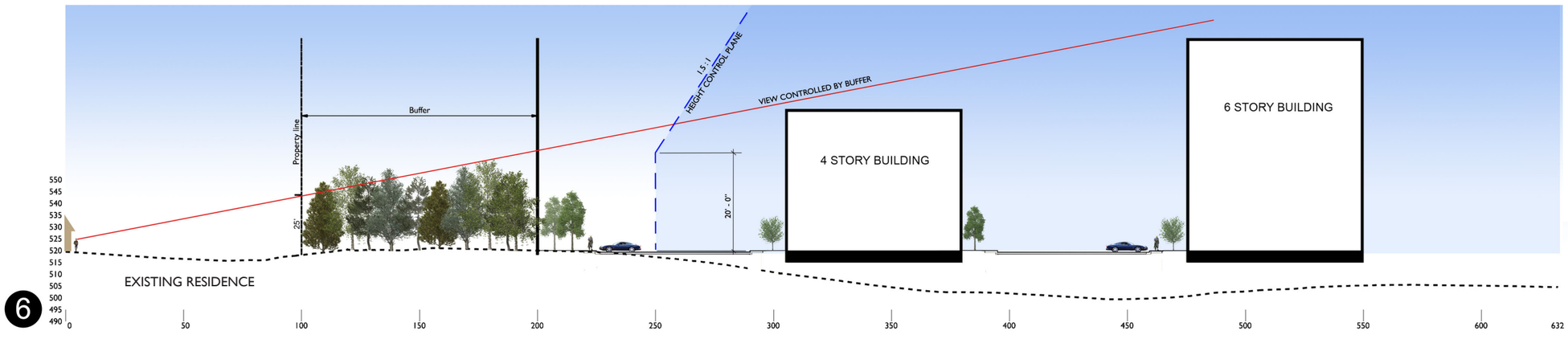
4

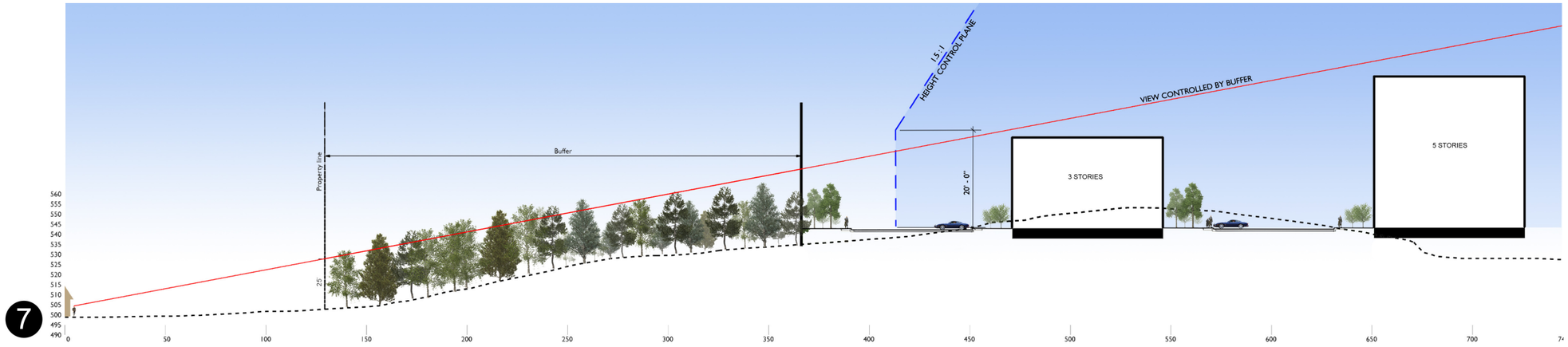

1.5 : 1
HEIGHT CONTROL PLANE
VIEW CONTROLLED BY BUFFER
OFFICE
20' - 0"
PROPERTY LINE
EXISTING McCRORY CREEK ROAD
50' R.O.W.
EXISTING VEGETATION TO REMAIN
50' BUFFER
BUFFER
BUILDING SETBACK
PROPOSED OFFICE PARK DEVELOPMENT

5

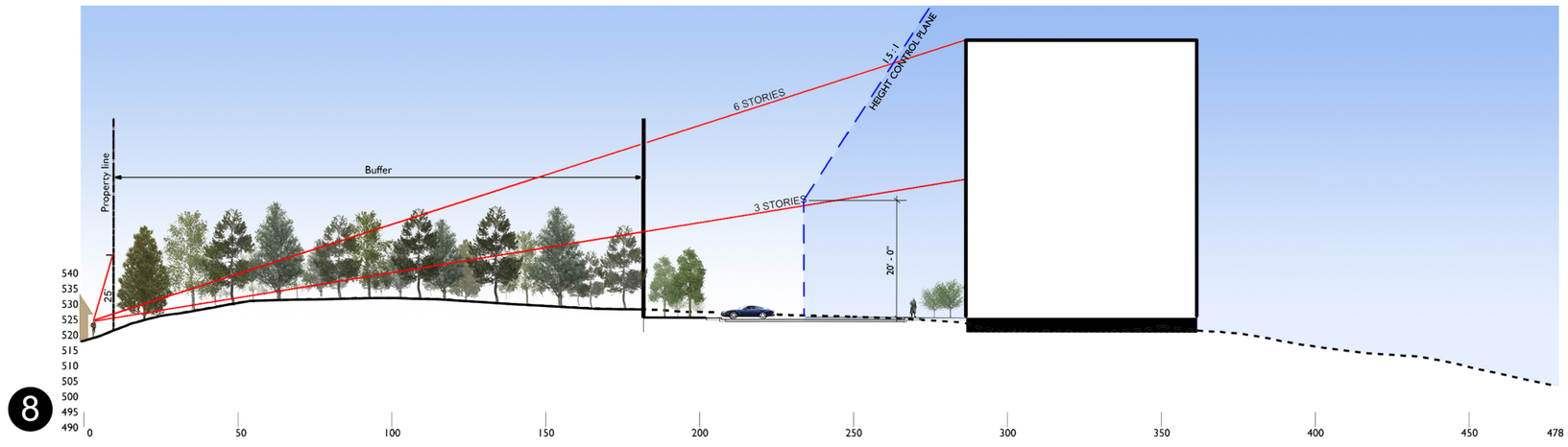

VIEW CONTROLLED BY BUFFER
1.5 :1
HEIGHT CONTROL PLANE
20' - 0"
PROPERTY LINE
BUILDING SETBACK
BUFFER
R.O.W.
PROPOSED OFFICE
PARK DEVELOPMENT
30' - 40' PERIMETER BUFFER
EXISTING PLANT MATERIAL TO BE PRESERVED
AND SUPPLEMENTED AS NEEDED
73' R.O.W.
EXISTING VEGETATION TO REMAIN.

6


Buffer
Property line
25'
1.5 :1
HEIGHT CONTROL PLANE
VIEW CONTROLLED BY BUFFER
20' - 0"
4 STORY BUILDING
6 STORY BUILDING
EXISTING RESIDENCE
550
545
540
535
530
525
520
515
510
505
500
495
490
0
50
100
150
200
250
300
350
400
450
500
550
600
632


1.5 : 1
HEIGHT CONTROL PLANE
VIEW CONTROLLED BY BUFFER
Buffer
Property line
25
20' - 0"
3 STORIES
5 STORIES
560
555
550
545
540
535
530
525
520
515
510
505
500
495
490
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700

7

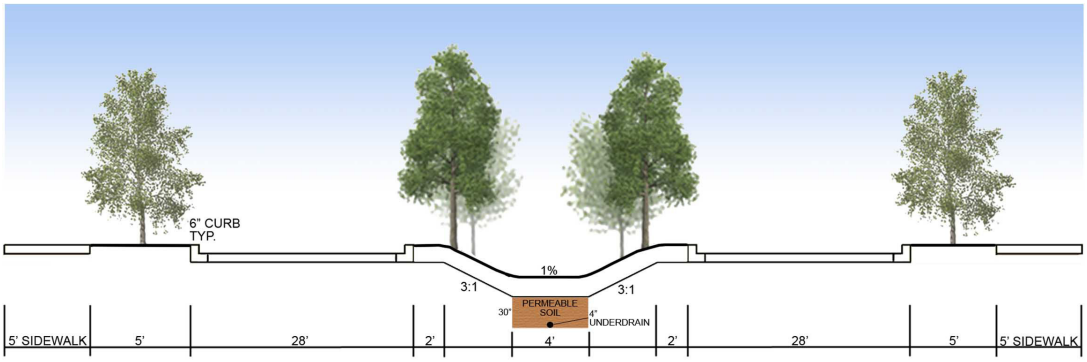

6 STORIES
1.5 : 1
HEIGHT CONTROL PLANE
Buffer
Property line
3 STORIES
25
20' - 0"
540
535
530
525
520
515
510
505
500
495
490
0
50
100
150
200
250
300
350
400
450
478

8

SITE DRAINAGE & STORMWATER

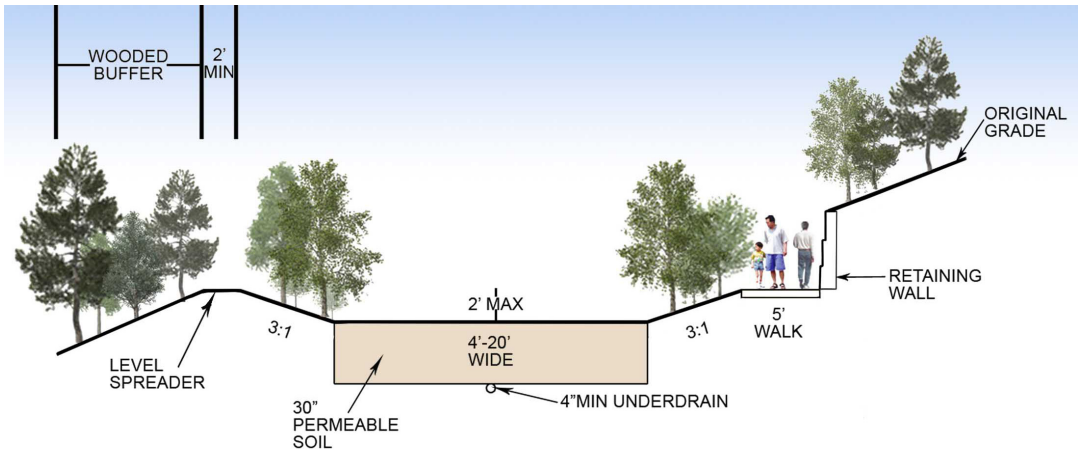
DRAINAGE/ STORMWATER TREATMENT

Site grading and drainage for the McCrory Creek office park will address several concerns that neighbors have with existing drainage patterns. Water will not be detained on site. In the southwestern portion of the site, grading and level spreaders will be used to ensure that the pre-development runoff levels are not increased. For the remaining eastern two-thirds of the site, runoff will be collected and diverted to McCrory Creek. The design intent would be for the runoff to drain to the creek even faster than it does in its existing condition to create as much time between the site's peak runoff and the peak runoff of the overall site. A drainage study completed for Metro in 1988 recommend that water not be detained in areas at the lower end of the drainage basin. The McCrory Creek Office Campus site is included in this lower end. As much as is practical, water will be diverted from the Waterfalls Park Subdivision and diverted to the northwest.



INVERTED ROADWAY SECTION

To employ the desired water quality standards, a number of progressive water treatment measures will be implemented. On the southwestern side of the property, a hybrid water quality swale will be used to capture the "first flush". This captured water will filter through a bed of sandy soil into an underdrain system. This will achieve 80% removal of total suspended solids. These swales will also utilize a level spreader to help diffuse flows generated by a more significant water event. By forcing the water into a sheet flow condition, a broader removal of pollutants is possible. Additionally, by catching smaller rainfall events the water quality system will alleviate existing issues with frequent flooding.



NOTE: WQ SWALE WILL BE RUN ALONG THE CONTOUR AT LESS THAN 1%.
UNDERDRAIN SYSTEM WILL BE SLOPED AT A MINIMUM OF 0.5%.

HYBRID WATER QUALITY SWALE

The proposed McCrory Creek Boulevard will include an inverted cross-section that will guide runoff to the center median. In this way, runoff will be treated by flowing through a water quality swale. The remainder of the site will be treated by water quality ponds and will utilize existing closed depressions as water quality features. Only pre-development flows would be proposed to be directed into existing closed depressions. In this way, the natural volume of the sinkhole could treat the "first flush".


3
5
#1
6.7 AC
#2
AC
#3
6.4 AC
#4
24.9 AC
#5
4.6 AC
#6
10.2 AC
#7
7.9 AC
#8
3.4 AC
#9
0.2 AC
#10
5.1 AC
#11
5.6 AC
#12
5.6 AC
#13
10.5 AC
#14
1.5 AC
#15
4.8 AC
#16
4.1 AC
#17
1.6 AC
#18
11.9 AC
#19
25.2 AC
#20
8.7 AC
#21
0.2 AC
#22
0.6 AC
#23
0.8 AC
#24
0.7 AC
#25
2.7 AC
#26
6.0 AC
#27
10.8 AC
#28
9.7 AC
#29
0.4 AC
ELM HILL PK

VICINITY MAP

FEMA NOTE:
A PORTION OF THE PROPERT IS LOCATED IN A FLOOD HAZAR AREA ZONE AE ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY (FLOOD INSURANCE RATE MAP) COMMUNITY PANEL NO. 47037C0245F, 47037C0315F, AND 47037C0241F, DATED APRIL 20, 2001

NOTES:
1. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTIN GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATE SERVICES.
2. THE SUFFER ALONG WATERWAYS (STREAMS AND SINKHOL WILL BE AN AREA WHERE THE SURFACE IS LEFT IN A NATUF STATE, AND IS NOT DISTURBED BY CONSTRUCTION ACTIVI EXCEPT AS APPROVED BY THE STORM WATER MANAGEME COMMITTEE. THIS IS IN ACCORDANCE WITH THE STORM WATER MANAGEMENT MANUAL VOLUME 1 - REGULATIONS
3. THIS DRAWING IS FOR ILLUSTRATION PURPOSES TO INDIC THE BASIC PREMISE OF THE DEVELOPMENT. THE FINAL LO COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED B THE APPROPRIATE REGULATIONS AT THE TIME OF THE FIN SUBMITTAL
4. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIEN AND UNENCUMBERED ACCESS IN ORDER TO MAINTAIN ANC REPAIR UTILITIES IN THIS SITE.
5. SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORM WATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO ROW IS 15 CMP).

LEGEND
HYBRID WATER QUALITY SWALE
INVERTED ROADWAY SECTION
WATER QUALITY POND
POTENTIAL SINKHOLE

CONTEXT SENSITIVE CONSTRUCTION TECHNIQUES

There are several site elements that warrant special attention in this pattern book, as the developer intends to address them very carefully in order to address community concerns to the greatest extent possible. The first of these elements is the location of three on-site cemeteries. These cemeteries will be preserved and enhanced without being relocated or disturbed.

Local specialists have been hired as consultants to lend expertise on several critical issues of particular concern to the community. A geotechnical expert has been involved in the study and recommendations for repair, remediation or preservation of Karst Features. After the careful study of on-site features, these experts will, in accordance with Tennessee state law and in compliance with the Tennessee Department of Environment and Conservation (TDEC) Groundwater Management Regulations, assist in applications for class 5 injection well permits and will be involved in all instances of repair or remediation of closed depressions.

Another specialist will function as a blasting consultant to review general development characteristics of the site and potential blasting requirements of site. As local specialists, these experts have identified vibration and air pressure exposure conditions present for the site and determined suitable blast damage control measures required to protect the surrounding areas from required blasting activities. VCE Inc. (a Nashville based firm since 1975) has reviewed site plans in order to provide input into the formulation of the blasting specifications designed to control required blasting. Their input focuses on reducing the likelihood of potential damage due to blasting operations. The recommendations for specifications also identify what pre-blast inspections and seismic monitoring will be required to assist in controlling the blasting operation and addressing blasting damage claims. The specific findings of this blast damage control investigation, proposed areas of precast survey and recommended blasting specifications can be found in Appendix-A of this document.

The Consultant will prepare information for the neighbors and work with the developer to discuss exposures from the potential blasting activities associated with the project as well as the blasting damage control measures taken on the project.

This program will be geared to provide background information about vibration and air concussion exposure levels from blasting and other common factors and their potential effects on structures. This program will also discuss vibration and air overpressure attenuation effects and how these play a role in setting safe boundaries for the blasting activities on the development project. The specialist will discuss the components of the blasting damage control program, i.e. specification and legal requirements set up to control blasting, pre-blast inspections, seismic monitoring, specified blasting time windows, neighborhood notification plans and blast damage claim resolution procedure.

Areas where pre-blast inspections should be performed have been evaluated and identified by the specialist (see Appendix-A). These pre-blast inspections will be completed prior to the blasting, utilizing proven engineering methods employed by specially trained personnel, by completing engineering forms with technical sketches and digital photography to record the present condition of all buildings or structures identified for the project by the blasting damage control plan.

Blasting is proposed to be monitored with "state of the art" fixed and portable seismographs capable of monitoring three mutually perpendicular traces of ground vibration and one trace of air over pressure as prescribed by the State of Tennessee Blasting Standards Act and job specifications. The seismic monitoring program will be based on the terrain condition, exposure distances, anticipated blasting activities, topographical orientation of various building, houses, and other structures surrounding the development project. This seismic monitoring program will also be designed to document all vibration and air overpressure levels from blasting at the site in each of the principle directions from the site, as well as at the location of any specific structures of concern on or near the site. The seismograph testing services plan will provide daily feedback of vibration and air over pressure readings to contractor, developers or engineers. This program also includes monthly summary reports to serve as a permanent seismic record for the project. The daily feedback tool is designed to give needed information required to modify blasting design during the course of the job, in order to keep vibration and air blast levels within safe, no damage limits and within the job vibration specifications as closer exposures of the job are approached.

Should blasting claims arise, the consultant proposes to evaluate each claim on a case by case basis. The consultant may perform a causation analysis for each of the claimed damages and determine if blasting caused the claimed damages or if they are a result of some other force acting on the structure of concern. We will report our findings to the project engineer for dissemination to the appropriate parities. Services for these claims investigations or copies of pre-blast inspections and photographs will be provided as needed on a time and materials basis.

ARCHITECTURAL DESIGN GUIDELINES

PRIMARY FACADE

The Primary Facade is any facade that adjoins a primary street or an important formal open space such as a square or crescent park, and should clearly address the street or space it adjoins in such a way as to reinforce the quality of the street or open space. The Primary Facade should be considered the most important facade of a building since it most directly affects the dominant public realm that it adjoins.

The primary entry into a building shall be accessed on the Primary Facade, and this entry point should be emphasized architecturally. There are many ways to create this architectural emphasis, several methods are shown in the example images on this page. The primary entry should either be recessed or should protrude at least 1'-0" from the facade to create relief and architectural interest. The height of the primary entry should extend or at least be outlined to a height of one story. The location of this entry ideally should be at the center of the facade unless the width of the building (or individual occupancy within the building) is below 25 feet, in which instance the entry point will likely need to be to one side or another, or when the building adjoins the intersection of two Primary streets, in which case a corner entry solution may be more appropriate. Regardless, the location of the primary entrance itself is the foremost determinant of the organization of the Primary Facade, with regards to articulation, massing, and proportion.

It is possible, as the example of Marriott Courtyard in Charlottesville, Virginia illustrates, to develop an appropriate side entrance on a Secondary Facade, but this approach still requires an appropriate handling of the Primary Facade.

Right: King Street, Alexandria, VA. The entry of the nearest building is to one side of the facade, since it is below 25feet.

Below: Hampton Inn, central entry on Primary Facade.

The Marriot Hotel, Charlottesville, VA. The primary entrance of this hotel is on a secondary street, but the hotel still addresses both the main street and the secondary street with architectural details.

Retail at Market Common, Arlington, VA. A corner entry is appropriate when the building adjoins the intersection of two primary streets.

PALETTE

Subtle differentiation may be accomplished by a change in material, color or both. This is an issue of breaking the elements into a more human scale as well as achieving a satisfactory combination of colors and textures.

Materials:

(a). The Base: Exclusive of window areas: Natural stone, brick, cast stone, brick and cast stone, stucco, limestone, brick with cast stone water table, and stone cleft masonry block. Wood and metal paneling also may be acceptable in the base of retail and office buildings if properly articulated. Additional flexibility is appropriate with regard to the retail storefronts.
(b). The Middle: Exclusive of window areas: brick, clapboard (wood or hardiplank), smooth faced wood shingles, e.i.f.s., cast stone, stucco, limestone, natural stone and stone cleft masonry block. There are restrictions on the amount of clapboard in the Mixed Use Building Type.
(c). Top: Brick (when adequately differentiated from brick in the Middle), clapboard (wood or hardiplank), e.i.f.s., cast stone, stucco, limestone, and stone cleft masonry block.
(d). Roof: Federal style buildings commonly had a gable or shallow hip roof often hidden by a balustrade. Acceptable roofing materials for Residential conditions: at least 25-year dimensional fiberglass shingles in one of the approved colors standing seam metal roofing, cedar shake, slate (natural or synthetic), and tile. Built up roofing is also allowed where surrounded by a parapet with or without a balustrade. Acceptable roofing materials for retail and office buildings are the foregoing materials excluding pliable fiberglass shingles.
(e). Trim: Wood, fiberglass, aluminum, plastic clad wood, cast stone, limestone.
(f). Glazing: Windows are to be glass. (Clear, blues, greens or bronzes permitted). Glazing in the first floor "window zone" (measured from 3'-0" to 7'-0" from finished floor elevation) shall be a minimum of 50%

Base: e.i.f.s. and brick.
Middle: Hardiplank.
Top: e.i.f.s
Roof: Fiberglass shingles.
Trim: Aluminum, plastic clad wood.

Base and Middle: Precast concrete.
Top: e.if.s.
Morgan Keegan Building, TN.

Base and Middle: Stucco, stone.
Roof (not shown): Slate.
Trim: Wood, stone.
Egerton Circle, London.

Base: Brick.
Middle: Brick.
Roof: Built up roofing.
Sills and Lentils: Precast concrete.
Cornice: e.i.f.s.
Trim: Painted aluminum.

COLOR: MIXED-USE

A soft color palette and limited contrast in value generally is appropriate. Bricks may be painted so long as the color fits within the overall color palette of the community. Soft brick and limestone colors with limited contrasts on masonry buildings with light accents on trim, cornice, and base should predominate. Additional color accents may be introduced by use of shutters in blackish green, burgundy or sealed natural wood. Additionally, the Architectural Committee may allow additional shutter colors when appropriate with the field color of the main body of the building. See attached list of approved colors for the main body of the residential buildings, excluding the trim, if painted or clapboard.

(a). Base: limestone color, dark reddish brick, natural stone, and white.

(b). Middle: Soft colored traditional brick or stone. Painted clapboard or brick can occur within a wide variety of subtle earth tones.

(c). Top: Generally the color of limestone on traditional brick colored buildings though white is appropriate when combined with clapboard middles or other painted surfaces.

(d). Roof: Too much variation of roof color from building to building normally creates clutter. For this reason, only certain hues will be permitted. These include grays that mimic slate and weathered wood shakes and greens and reds that are compatible with traditional roof colors. roofs of a different cast may also be permitted

(e). Trim: With the exception of the Retail Building Type, trim, including rails and mullions, shall be white or eggshell. (Photo example)

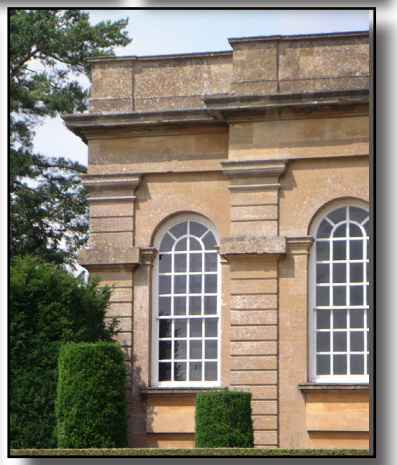
(f). Glass: clear. Glass color in Office Building Type may vary (see Office Building Type).

Color Examples:

Base:



Middle:

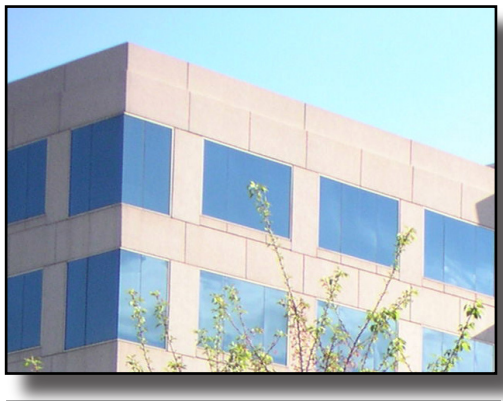
Top:


COLOR PALETTE FOR OFFICE

Since clear identification is one of the keys to successful retailing, great latitude will be allowed in the development of an individual look on the ground floor serving retail or office tenants. Individual, creative expression of tenant identity and bold approaches to lighting, signage and storefront design support shopping vitality. For this reason, the color palette is broader for retail uses. Though the standard color for sash, mullions, and rails is white, retail window units painted or clad in black, copper, teal, beige, dark green, deep blue, burgundy, and sealed natural wood are also acceptable.

Other colors for other store front elements that will be acceptable in an appropriate location include glossy white, glossy black, copper, teal, beige, dark green, deep blue, burgundy, sealed natural wood and small quantities of gold and goldleaf highlights.

Because of the nature of the occupancy of office buidlings, a wider flexibility is allowed for window glass selections. High performance glass may be used with a slight blueish, greenish, or bronze tint.



RESPECT FOR THE PUBLIC REALM

A. Buildings will "engage" the street with almost no exception. This will mean that primary building facades normally will be parallel to their street frontage. Additionally, the placement and massing of a building will emphasize the adjoining road geometry.
B. Feature Building. In addition to basic architectural elements, certain key buildings will express a special civic presence. This occurs at all street corners, with particular emphasis on those leading into the McCrory Creek property as well as all buildings fronting on the main boulevards and buildings that terminate street and pedestrian vistas.
C. All Corners at Primary Intersections need special attention because of their prominence.
D. Pedestrian friendly. A clear path for public access will go from the external pedestrian system to the primary building entry.

BUILDING TYPES

Office, Mixed-Use,
Mixed-use developments with stores must provide an appealing invitation to shoppers to come inside and shop, and must be handicap accessible. For this reason, most retail Primary Facade entries generally will be at ground level without steps. A significant portion of the Primary Facade at the ground level normally will be devoted to window glass (up to 80% of the store front surface area of the first story).

When the Primary Facade includes retail uses on the ground floor of a multistory building, care must be taken to emphasize the individual character and nature of the various occupancies. This can be accomplished in a variety of ways such as:

- Awnings (Bottom of awning must be 8.5 feet and above from sidewalk).
- Boxed windows or bay windows.
- Transparent windows with "picture frame" treatment.
- Unique signage.
- Special doorway treatments.
- Colonnades

Example of Awnings, color, transparent windows.

Retail at Southpark, Dallas, Texas.

Office, Mixed-Use,

Primary and Secondary Facades setback:

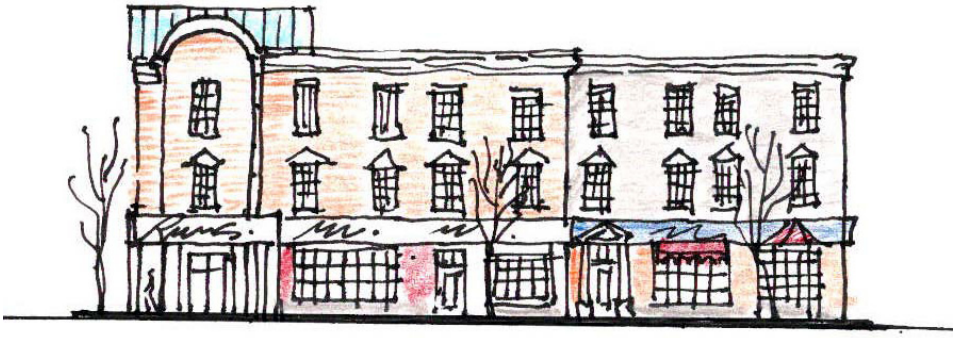
At the ground level, setbacks are generally a minimum of 12 feet from the face of the curb. Bay windows and box windows above a certain height may extend 2 feet into the setback (to within 10 feet of the face of curb.) Arcade columns, porticos, and awnings may extend 7 feet into the setback (to within 5 feet of the face of the curb.) Balconies may extend to within 8 feet of the face of curb.

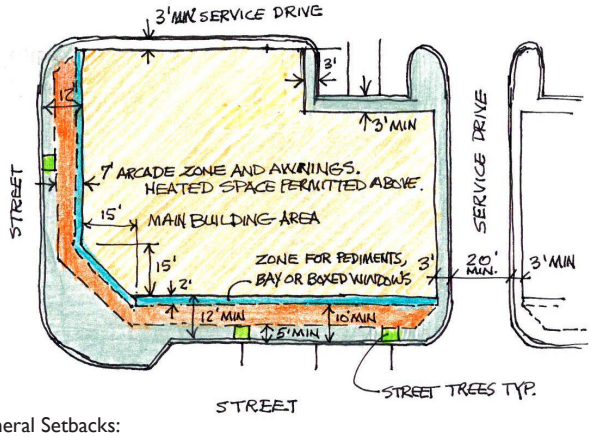
Primary and Secondary Facades setback at upper levels:

Generally, they may extend to within 9 feet of the face of the curb, though this condition will rarely occur along an entire building facade.

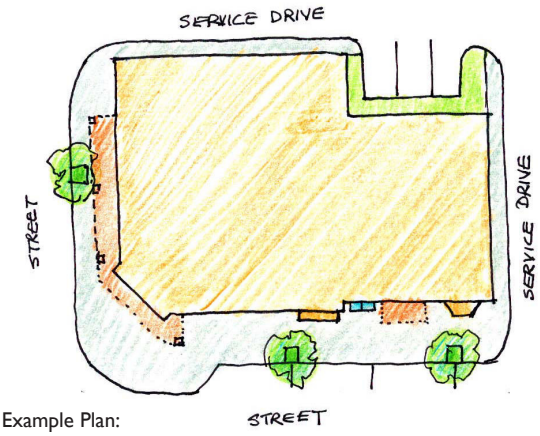
Tertiary Facade (rear and sides not on public streets) setbacks from service drive or parking: 3 feet

Example Elevation:





General Setbacks:



Example Plan:

Examples are depicted below. Final site furnishing selections shall be harmonious and shall be submitted to and approved by the Design Review Committee.

Park style colored composite faux wood and outdoor benches with arm rest.

City style colored outdoor benches with arm rest.

Cafe style colored outdoor tables. Sets of 4 table settings per unit.

Stand alone colored outdoor table and umbrellas.

Combination set colored outdoor table and umbrella set of 4 to 6 table settings.

Open top trash receptacles with decorative design and color.

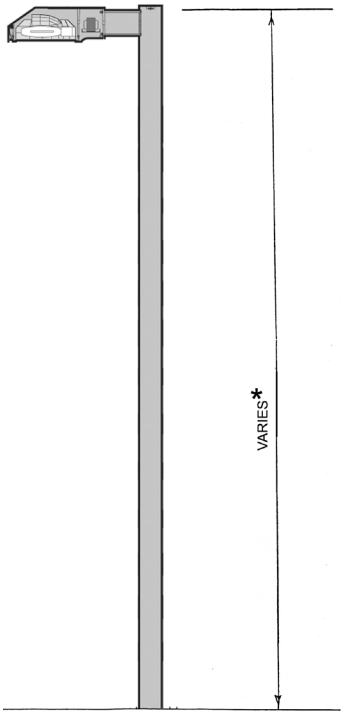
Covered top trash with top ash option receptacles with decorative design and color.

Planting urns to be incorporated into open space pedestrian areas.

Planting urns to be located along building fronts. All urns shall match style of architectural precedents.

SITE LIGHTING

Final lighting standards will comply with N.E.S. Design Manual. For non-residential districts with structures 35'-0" or less in height, fixtures shall not exceed 20'-0" in height. For non-residential developments with structures greater than 35'-0" in height, fixture shall not exceed a height of 30'-0". Shoebox-style lighting fixtures shall not be used for poles of 16'-0" or less.



ARLINGTON ACORN GRANVILLE AREA LIGHTING FIXTURE

1. Light from any luminary shall be shielded, shaded or directed to prevent direct light from being distributed beyond an angle of thirty-five degrees from a vertical plane onto adjacent properties or surrounding areas.

2. Lighting along pedestrian pathways should be at a scale appropriate for pedestrians while providing optimum visibility.

3. Architectural lighting fixtures shall be aimed to prevent pedestrian glare and directed to preclude light projection beyond immediate objects intended to be illuminated.

4. Light fixtures shall be indicated on final landscape plans.

5. White light is required, metal halide, color corrected mercury vapor or color corrected high pressure sodium lamps are preferred. Low pressure sodium fixtures are prohibited. Neon lights are also prohibited.

6. A maximum of 0.5 foot candles shall be required at external property lines adjacent existing residential uses.

SIGNAGE

Signs are an integral part of any office or commercial establishment. The primary objective of these Signage Standards is the creation of a vibrant street scene within McCrory Creek, in coordination with the architectural standards. This will be accomplished by setting forth a strong identity for the overall development while allowing each business to communicate with the public in a consistent and coordinated manner. Balance of sign size to overall environment, and overall enhancement of the development is desired and the Signage Standards are designed to achieve this goal. Architectural consistency and variation must both be respected and addressed with an identification program that follows the lead design influences.

The examples in the following pages illustrate a well-orchestrated system of architectural features along with harmonious, readable, well-scaled, well-integrated signage and identification elements. Even though the architectural personality shown in these images vary strongly from one to the next, the overall harmony of architecture, landscaping, and identification elements is evident.

These images portray a successful composition which is the goal of these standards for implementation at McCrory Creek. Allowable signs fall into two categories; the first is Site Signage, which includes standard-format elements in terms of shape and size and materials, with provision for graphic items to be applied to them. The second category is Tenant Signage, which is intended to suit the needs of Tenant or Developer, and is to be coordinated with the architecture and built environment. These sign items must be designed as needed and submitted for review and approval.

Signs must conform to the standards set forth by the Owner/Landlord and all zoning, building, and life safety codes which have jurisdiction in Metro Nashville Davidson County and the State of Tennessee. It is the contractor's responsibility to engineer signs to conform to local code. Shop drawings shall be submitted for review and approval by the Design Review Committee for McCrory Creek. Foot candle levels projected by signs must be at, or below, the guidelines and ordinances of the approving authority.

PROHIBITED SIGNS: In additions to signs prohibited by the Metro Zoning Code 17.32.050, the following types of signs, sign components and devices shall not be permitted:

1. Flashing, oscillating or moving signs
2. Visible names or stamps of sign manufacturers (unless required by code)
3. Raceways, exposed transformers, conduit, junction boxes, crossovers or power supplies
4. Temporary posters, balloons, notices or except as approved by the Landlord or Design Review Committee
5. Floating or inflated objects with signage or logos
6. Abandoned signs - these will be removed at the tenant's expense after 30 (thirty) days' notice
7. Vacuum-formed or injection-molded plastic signs
8. Paper or cardboard signs
9. Signs that emit a large field of background light (Exception: sign with an opaque background and illuminated letters or logo)
10. Signs that emit sound
11. Non-conforming signs

OFFICE CAMPUS AND MIXED-USE VILLAGE SITE
SIGNAGE AND IDENTIFICATION

Description:
Site signage for primary, secondary and fellow tenants are shown below.

Notes:
- The elevations shown are schematic in nature, and the general design & size of the signs shown may change.
- Monument signs permitted at street intersections and street intersections with driveways only.
-Maximum Size Permitted: 50 Sq. Ft. per side (sign background)

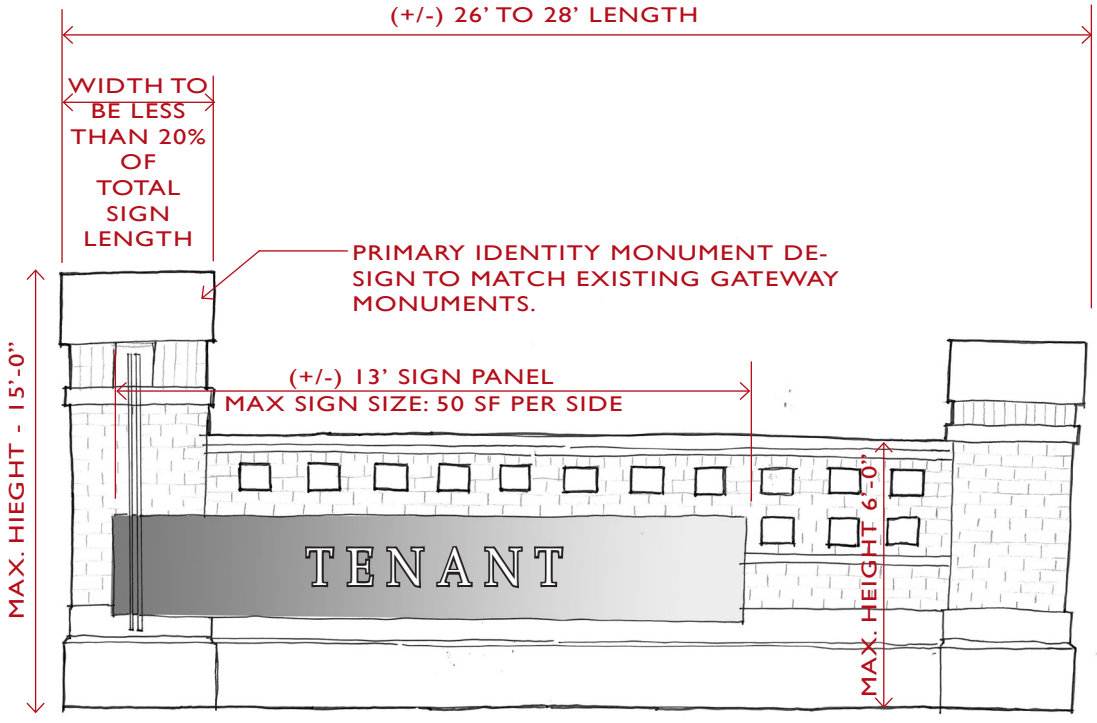
Office Building Identity Signs
Building Identity Signs are permitted at the top of office buildings oriented toward interstate traffic. These signs may include individual letters or logos.

Height restrictions for Identity Signs are as follows:
3-Story Building = 3'-0" Max.
4-Story Building = 3'-6" Max.
5-Story Building = 4'-0" Max.
6-Story Building = 4'-6" Max.
7-Story Building = 5'-0" Max.
Sign area may not exceed 200 sf. and may not contain more than one sign per building facade.

Office Building Tennant Signage:
Building and or Tennant Identity Signs are permitted at the base of office buildings. These signs may be located in proximity to primary and secondary building entrances. Signs shall be reviewed by Design Review Committee. One building sign shall be permitted per entrance and individual signs may not exceed 100 sf.

Way Finding Signage:
Way finding or informational signage is also permitted in office parcels and shall be reviewed by the Design Review Committee. Way finding signage shall be limited to a maximum height of 6'-0" and 10 SF per sign.

PRIMARY IDENTITY SINAGE LETTERING



TYPICAL PRIMARY IDENTITY DETACHED MONUMENT SIGNAGE ELEVATION
SCHEMATIC DESIGN ONLY

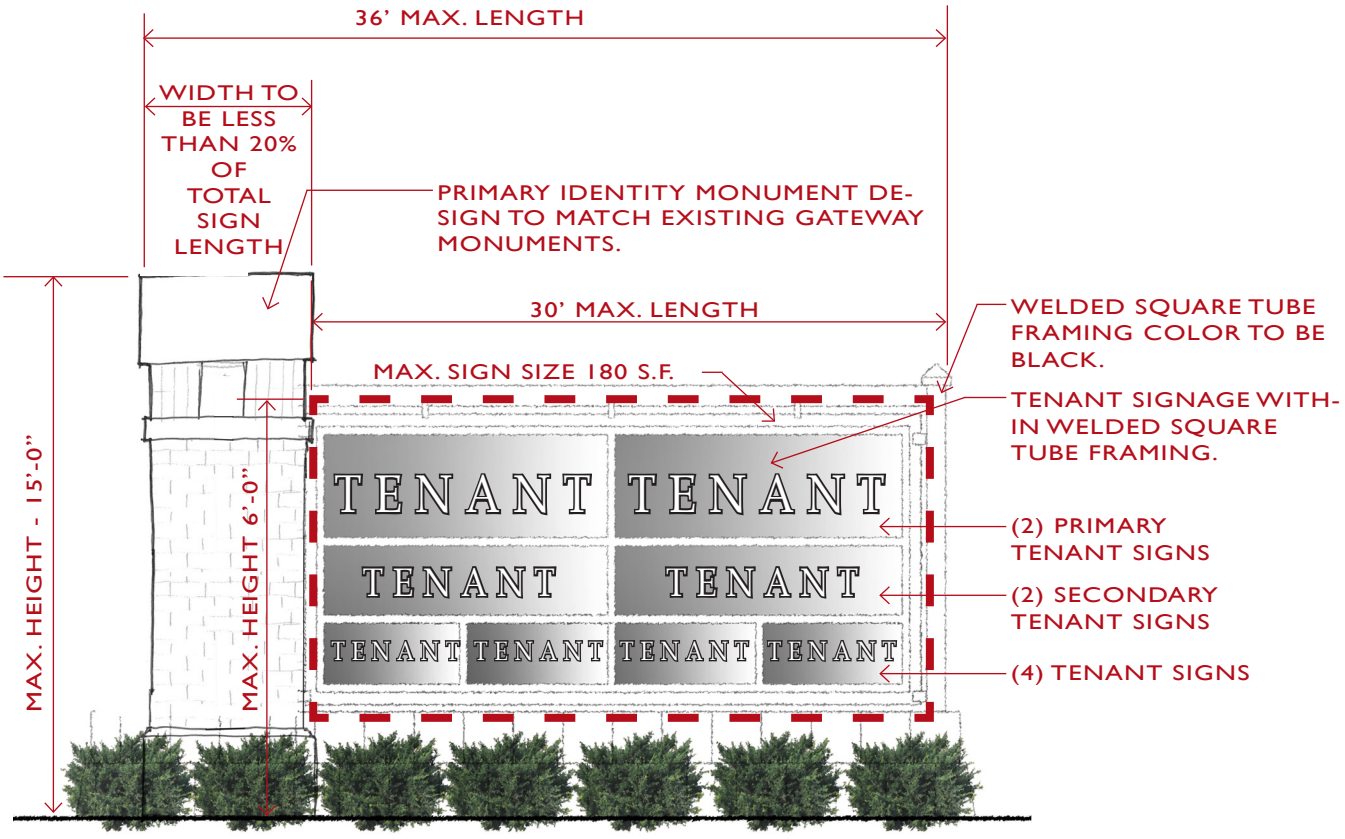
OFFICE CAMPUS AND MIXED-USE VILLAGE MULTI-TENNANT SITE SIGNAGE AND IDENTIFICATION

Description:
Site signage for primary, secondary and fellow tenants are shown below.

Maximum size permitted: 180 sf per side (sign background). Individual sign panels for each tenant shall be a maximum of 60' per side.

Note:
- The elevations shown are schematic in nature, and the general design and size of the signs shown may change.

PRIMARY IDENTITY SINAGE LETTERING



TYPICAL PRIMARY IDENTITY DETACHED MONUMENT SIGNAGE ELEVATION
SCHEMATIC DESIGN ONLY

MIXED-USE VILLAGE TENANT SIGNAGE &
IDENTIFICATION LETTERING

Description:
For the purpose of identifying individual tenants within the development, tenant lettering will be composed of aluminum channel letters, with white acrylic faces, anodized or coatings including enamel and/or powder coatings, individually internally or externally illuminated, or individually illuminated fabricated aluminum reverse channel letter forms.

A "sign band" is created by the buildings architectural features as indicated on the drawings. The sign band occurs on different levels depending on the tenant's location. Signs located above storefront windows are not to extend beyond the width of the windows.

For any sign located on the sides or rear of building, the same restrictions apply.

A. Building signs are limited to three items per building face, per street frontage. If more than one business is contained within the building, each business may use one building sign in addition to one sign which may identify the building itself.

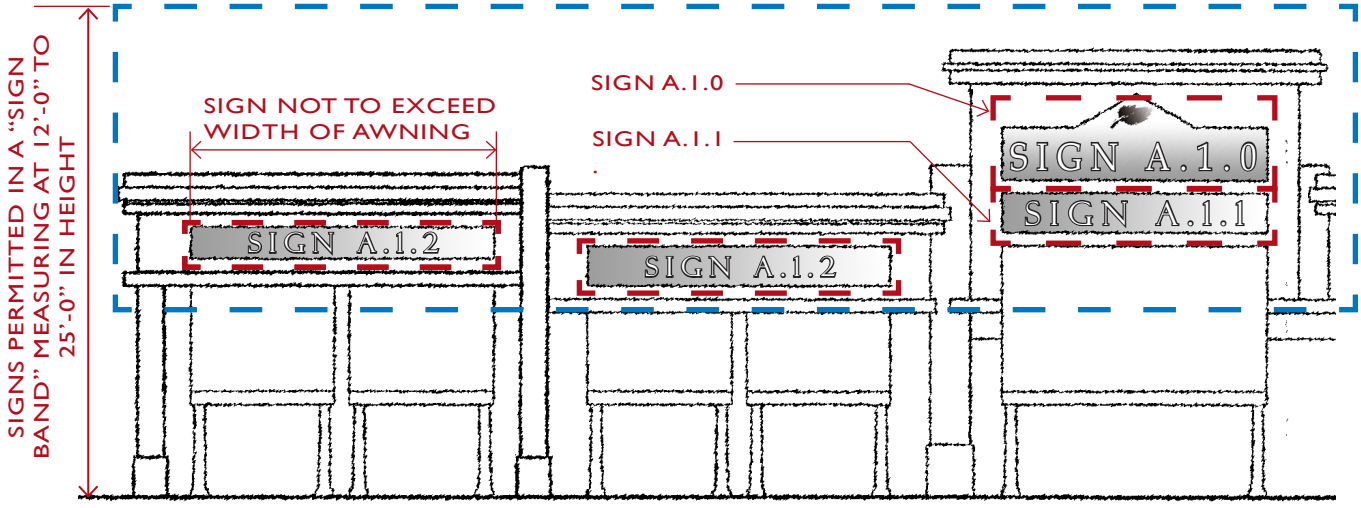
B. Internally illuminated channel letters with opaque metal sides and translucent plastic faces may be used only when facing internal parking fields. Transformer may be placed behind the sign fascia with provision made for proper cooling and access. Internally illuminated and neon signs are prohibited in show windows.

Note that the elevations shown are schematic in nature, and the general location of the signs shall be revised and or modified.

SIGN AREA LIMITATIONS

Length of storefront	Building Height[1]	Max Letter Height	Total Sign Area Allowed Per Elevation[2]	Number of Signs Allowed Per Elevation
0 - 25'-0"	up to 2 stories	30" 54" if stacked	75 sf or 4% of building face[3]	Per A above
25'-1" - 50'-0"	3 stories	42"	125 sf	Per A above
50'-1" - 75'-0"	4 stories	48"	200 sf	Per A above
75'-1" +	5 stories	60"	400 sf	Per B above

1. In conflict between length of storefront and building height, smaller sign sizes shall be required.
2. For this sign type only. Other sign types (blade signs, address numbers, etc.) have their own limitations and are described on their own pages.
3. Whichever is smaller. For tenants who intend to use more than one sign, the first sign may not exceed 1.5% of the building facade; each additional sign may not exceed 1% of the building facade.



MIXED-USE VILLAGE TENANT
SIGNAGE & IDENTIFICATION

Description:
For the purpose of identifying Primary tenants within the development, tenant lettering will be composed of aluminum channel letters, with white acrylic faces, anodized or coatings including enamel and/or powder coatings, individually internally or externally illuminated.

Each tenant's primary sign will be located within a "sign band" created by the buildings architectural features as indicated on the drawings (B.1.0. The sign band occurs on different levels depending on the tenant's location.

A. Building signs are limited to three items per building face, per street frontage. If more than one business is contained within the building, each business may use one building sign in addition to one sign which may identify the building itself.

B. Internally illuminated channel letters with opaque metal sides and translucent plastic faces may be used only when facing internal parking fields. Tranformer may be placed behind the sign fascia with provision made for proper cooling and access. Internally illuminated and neon signs are prohibited in show windows.

Note that the elevations shown are schematic in nature, and the general location of the signs shall be revised and or modified.

SIGN AREA LIMITATIONS

Length of storefront	Building Height[1]	Max Letter Height	Total Sign Area Allowed Per Elevation[2]	Number of Signs Allowed Per Elevation
0 - 25'-0"	up to 2 stories	30" 54" if stacked	75 sf or 4% of building face[3]	Per A above
25'-1" - 50'-0"	3 stories	42"	125 sf	Per A above
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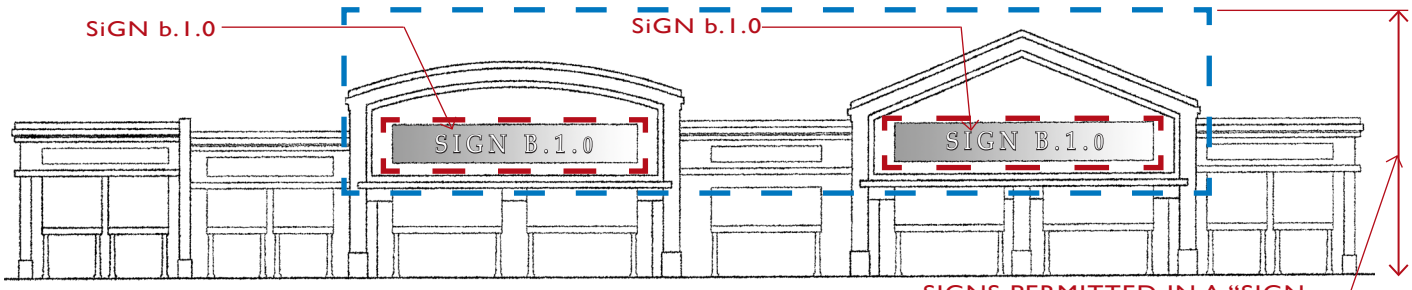
1. In conflict between length of storefront and building height, smaller sign sizes shall be required.
2. For this sign type only. Other sign types (blade signs, address numbers, etc.) have their own limitations and are described on their own pages.
3. Whichever is smaller. For tenants who intend to use more than one sign, the first sign may not exceed 1.5% of the building facade; each additional sign may not exceed 1% of the building facade.

B.1.0 PRIMARY TENANT IDENTIFICATION SIGNAGE ELEVATION LETTERS



TYPICAL PRIMARY STORE FRONT ELEVATION
SCHEMATIC DESIGN ONLY

SIGNS PERMITTED IN A "SIGN BAND" MEASURING AT 12'-0" TO 25'-0" IN HEIGHT

2 AWNING / CANOPY SIGN FACE SIDE

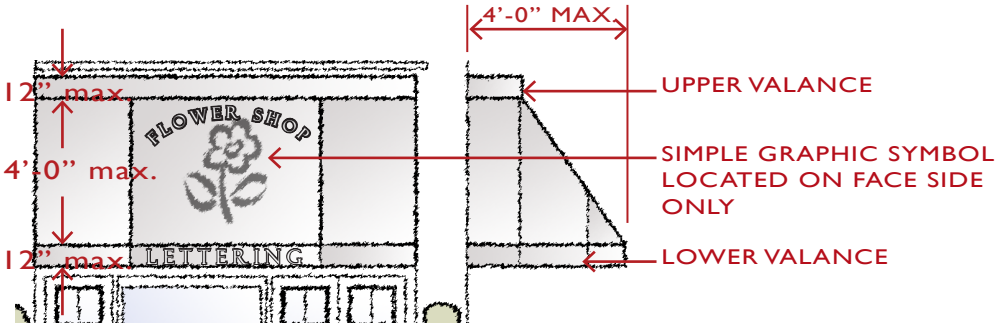
2 AWNING / CANOPY SIGN PROFILE SIDE NO LETTERING OR GRAPHICS

AWNING REQUIREMENTS:
- 9'-0" CLEARANCE
- NO BACK LIGHTING PERMITTED
- CANNOT INTRUDE INTO SIGN BAND

Awnings provide area for individual Identification signage.

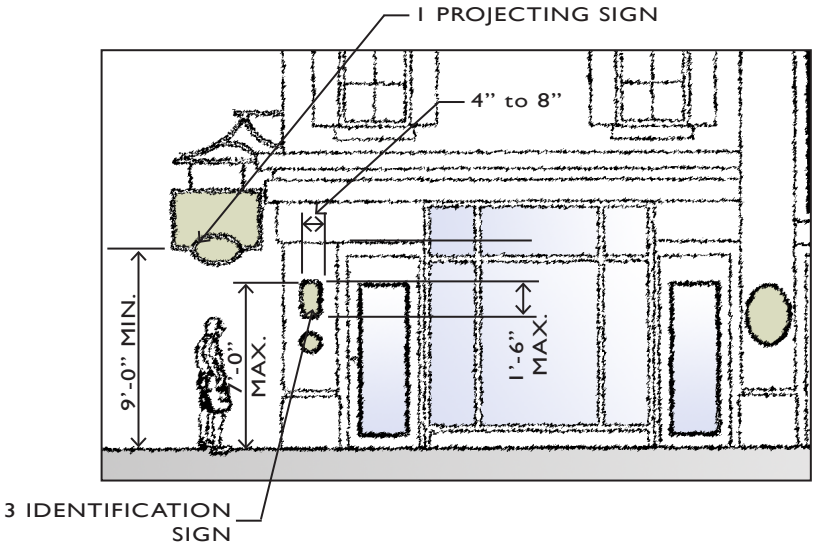
Awnings help define window & door shopping zones.

The color awning shown in this design guideline are for illustrative purposes only. Final color shall be determined by owner and architectural team.



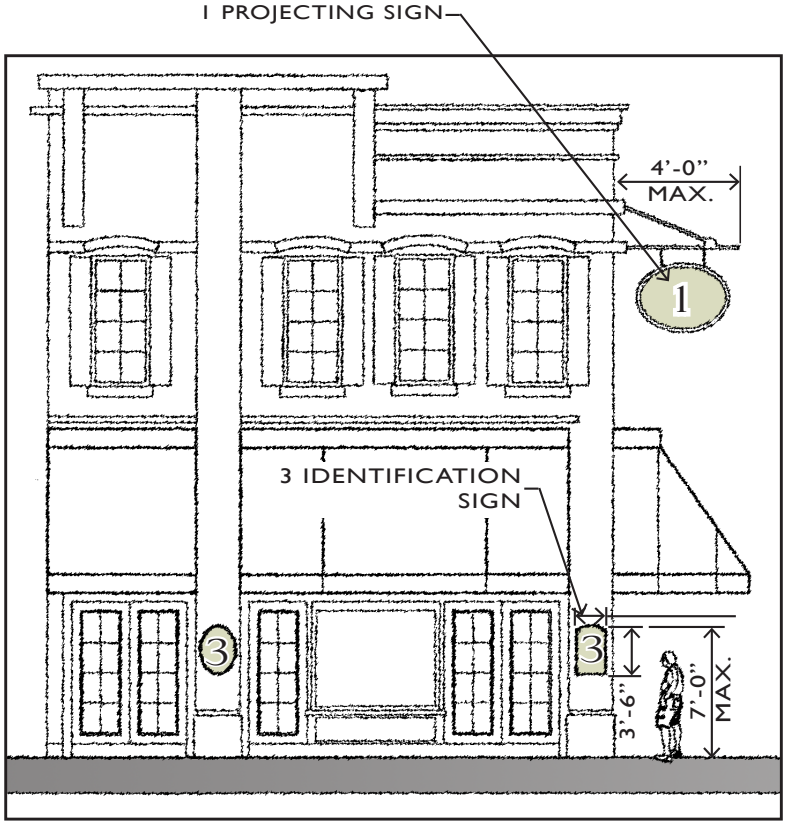
BUSINESS PROJECTION
IDENTIFICATION SIGNAGE

Description:
All projecting signs shall not project into any required setback or yard along a public street. The maximum area of a projecting sign shall be 20 square feet Max.



Identification signage.

Business identification sign located at shop entrance.



Highly visible projecting signage well above pedestrians.

DESIGN REVIEW COMMITTEE

The Design Review Committee (DRC), which shall be formed by the developer prior to commencing construction, must first approve any and all buildings within McCrory Creek. Complete plans and specifications must be submitted to the DRC for review. The review will occur in a timely manner as outlined and will be for compliance with these guidelines. The DRC will issue a clear written statement of plan approval or in some cases a statement of why plans and specifications do not meet approval. Plans must be approved by the DRC prior to submittal to Metro Planning. Final site plans must be approved by Metro Planning Commission.

General Responsibilities

The DRC is responsible for providing a concise timely review of submitted plans and specifications. Plans and specifications will be submitted by the builder/owner and reviewed by the DRC for conformance with preliminary SP documents and the Regulating Plan. Upon approval by the DRC, the builder/owner is responsible for conforming to the approved plan and specifica¬tions. Construction of Offices and Mixed-Use buildings or building alterations must be reviewed and approved by the DRC prior to any construction. Interior modifications may be performed without DRC approval.

Submission Requirements

The builder/owner is required to submit complete and accurate design and construction documents for examination by the DRC. Submittals are to be made in a timely manner prior to the construction of any exterior improvement to any lot or parcel. Minimum submittal requirements shall be established as part of the Final Design Guidelines for the McCrory Creek Development

APPENDIX-A

Report No. 08-156

BLAST DAMAGE CONTROL
I N V E S T I G A T I O N

McCrory Creek Road Business Park
For
The Matthews Company
Nashville, Tennessee

Prepared By:

VCE Inc.
2604 Foster Avenue
Nashville, Tennessee 37210
(615) 781-3844

April 10, 2008

ENGINEERING INVESTIGATIONS **REPORT NO.** 08-156

REPORT

NAME OF Client: The Matthews Company
ADDRESS: 300 Broadway, 4th Floor – Nashville, TN
TYPE: Blast Damage Control Analysis

NATURE OF ASSIGNMENT: Review the site to make recommendation regarding blast damage control measure require to perform blasting safely while controlling the potential for damage and minimizing potential intrusion from the blasting operation to the local residents.

REPORT OF INVESTIGATION: As a specialized blasting consultant based out of Nashville with 32 years of specific blasting experience I conducted a review of the general development characteristics of the site and potential blasting requirements of the site, identify vibration and air pressure exposure condition present for the site and determine suitable blast damage control measures required to protect the surrounding areas from required blasting activities and to minimize the intrusion created by the blasting activities associated with the development of the site. I have enclosed a copy of my Curriculum Vitae which contains specific information about my professional education and experience in the last section of this report.

(Continued on page 2)

RECOMMENDATIONS:
Based on a review of the site development plan, geotechnical reports, and potential excavation plans for the development site with its particular exposures, **I recommend preparing a specification that addresses the blasting control measures, pre-blast surveys, seismic monitoring and blasting damage claims investigation protocol delineated in the body of this report.**

DATED AT Nashville, Tennessee **This** 10th **DAY OF** April, 2008

INVESTIGATOR: Wade C. Hutchison, P.E. _____
No. 105775

REPORT OF INVESTIGATION (continued):

A 3-D Topo Quads program and accompanying GPS was used to show the project site on a USGS Topo Map. This map was used to identify the structures recommended for a pre-blast inspection, those which have been purchased for the project, those whose purchase is pending or those who have been torn down. The pre-blast perimeter will be shown in the following sections of this report. The pre-blast perimeter in all cases identifies structures for pre-blast inspection well beyond the 300 foot State of Tennessee required distance; in fact most often the pre-blast perimeter for this job extends to 500 feet and beyond. In some places it extends more than twice the 300 foot State of Tennessee required distance.

Figure 1 below was taken to show the structures located on the north edge of the project. There are 123 structures slated to receive a pre-blast inspection. These are identified by yellow blocked areas on the figure below. The legend box denotes property symbols used for properties where purchases are pending or contracts are in place as well as those properties which have or will be torn down or have been purchased for the project.

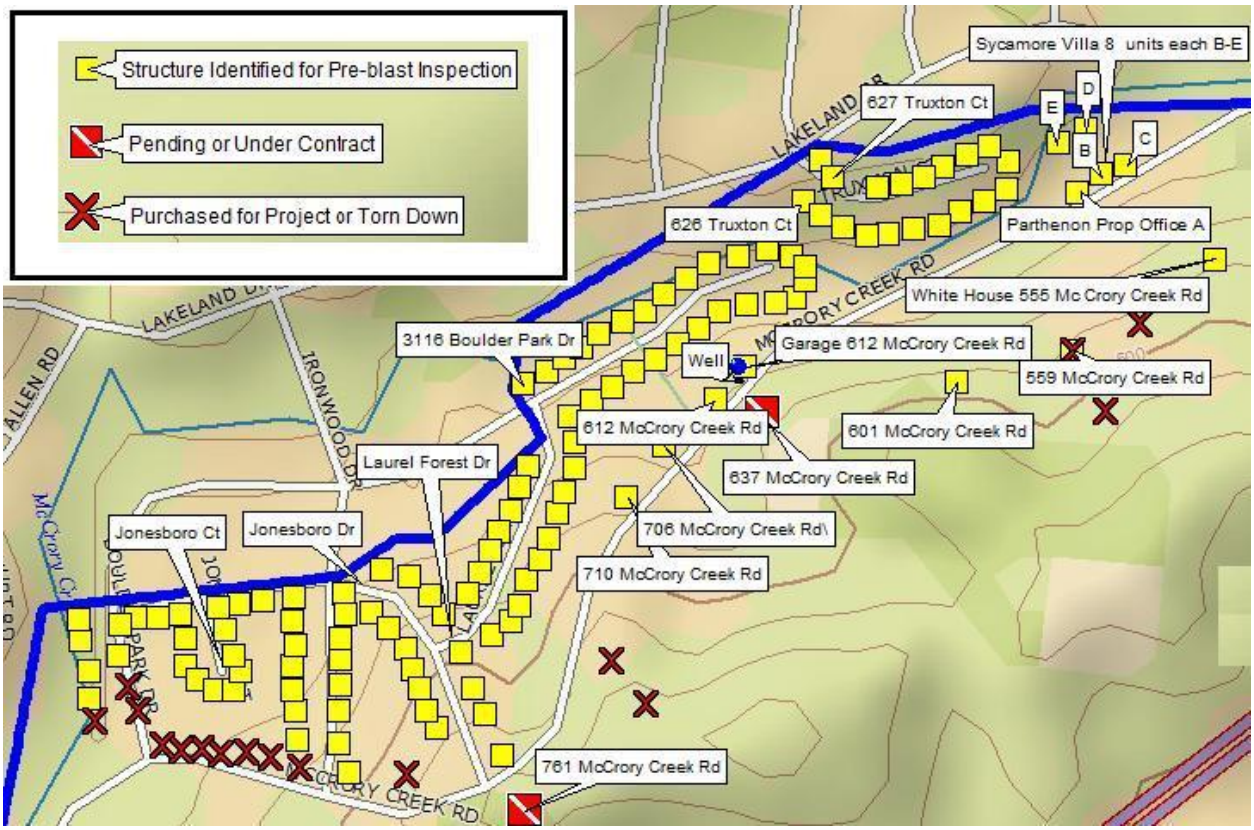


Figure 1

Figure 2 below was taken to show the structures located on the east edge of the project. There are 70 structures slated to receive a pre-blast inspection. These are identified by yellow blocked areas on the figure below. The legend box denotes property symbols used for properties where purchases are pending or contracts are in place as well as those properties which have or will be torn down or have been purchased for the project.

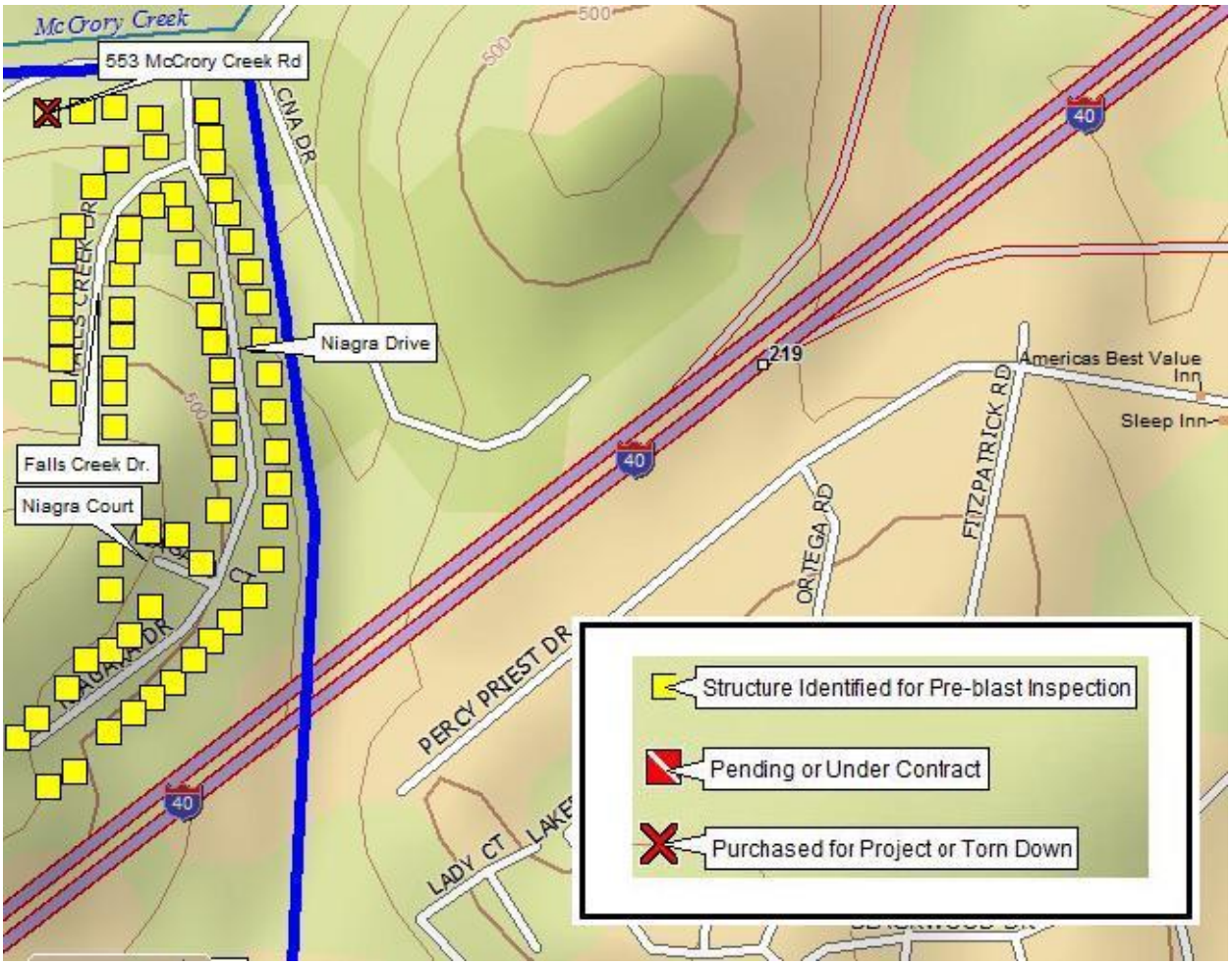


Figure 2

Figure 3 below was taken to show the structures located on the south edge of the project. There are 25 structures slated to receive a pre-blast inspection. These are identified by yellow blocked areas on the figure below. The legend box denotes property symbols used for properties where purchases are pending or contracts are in place as well as those properties which have or will be torn down or have been purchased for the project.

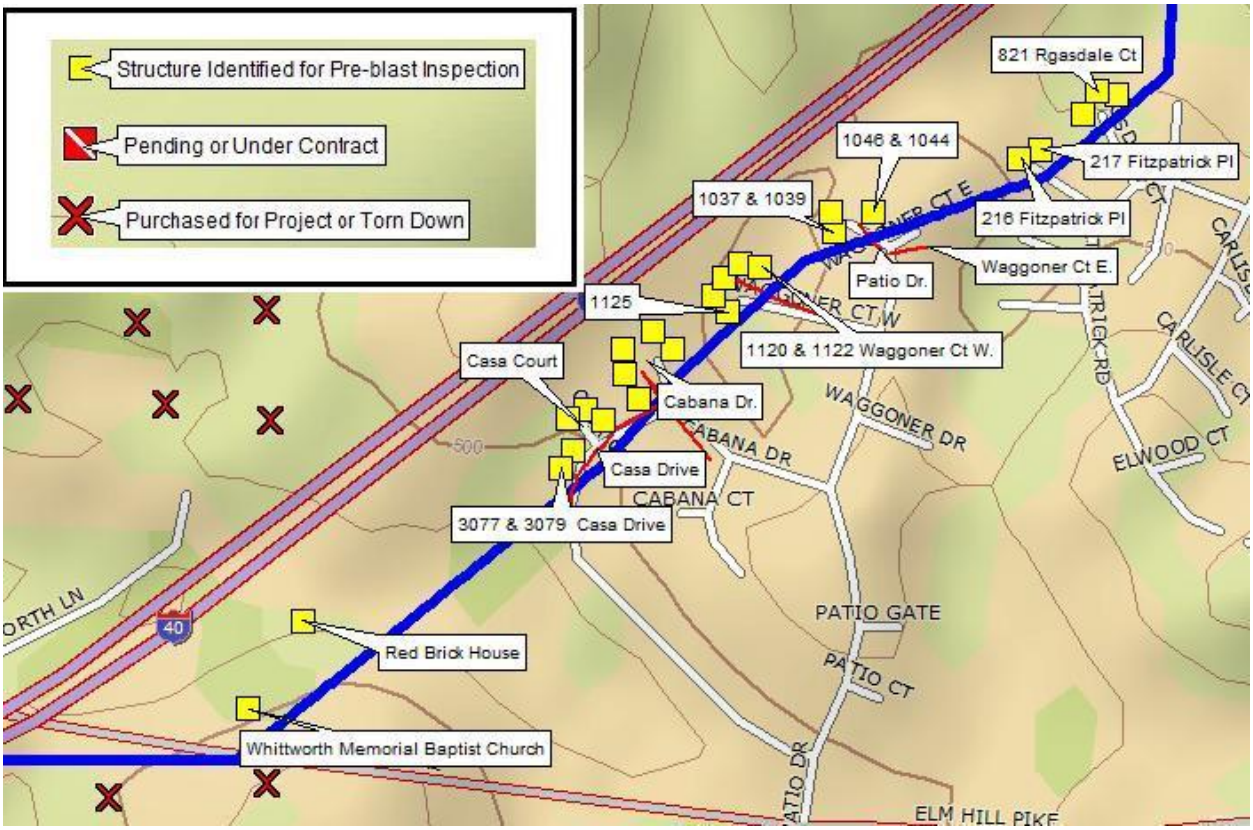


Figure 3

Figure 4 below was taken to show the structures located on the west edge of the project. There are 5 structures slated to receive a pre-blast inspection. These are identified by yellow blocked areas on the figure below. The legend box denotes property symbols used for properties where purchases are pending or contracts are in place as well as those properties which have or will be torn down or have been purchased for the project.

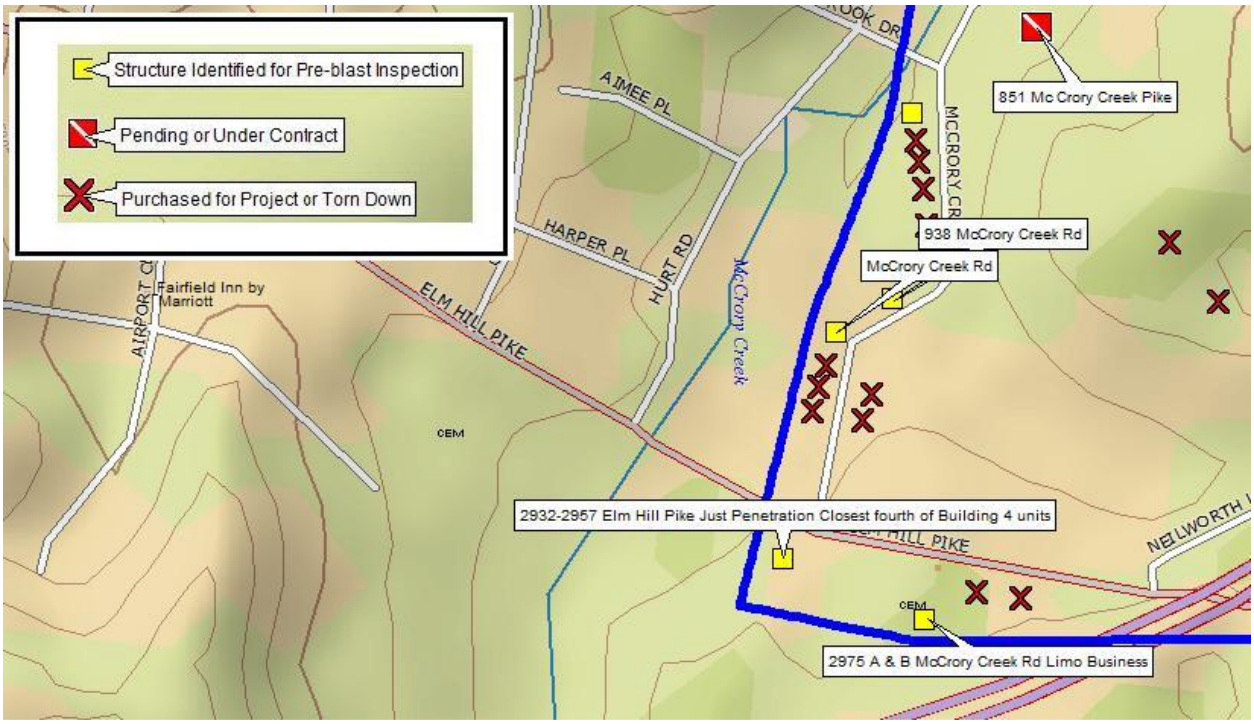


Figure 4

VCE Inc. has reviewed the site development plan, geotechnical reports, and potential excavation plans for the development site with its particular exposures. The following blasting specifications have been formulated to control blasting required for rock excavation on that site, in such a way as to control the potential of damage and reduce its likelihood for blasting required for the development:

1. All blasting should be done in accordance with all State, Federal and Local laws. The transportation and storage of blasting should be conducted in accordance with all applicable State and Federal laws.

2. Storage of explosives on the site should be limited to daytime storage only and that should be limited to the material delivered for use in that days blasting activity. An overnight storage facility should not be established on the site.

3. All blasting on the project should be conducted within two daily “blast windows” so as to reduce the intrusion of the blasting operation for the nearby property owners and local residents. Each window should be forty five minutes in length and one should be established a late morning and the other middle to late afternoon window.

4. Whenever possible blasting should be conducted before overburden is removed. If the overburden depth prohibits borehole drilling and loading only a portion of the overburden should be removed as required to sustain borehole dimensions required for loading while maintaining as much natural overburden as possible.

5. Neighborhood meetings will be utilized to inform nearby property owners and local residents of the blasting operation, pre-blast inspections, seismic monitoring and blasting damage claim protocol established for the project. This program will also provide the needed background information about vibration and air concussion exposure levels from blasting and other common day environmental factors and their potential effects on structures. This program will also discuss vibration and air overpressure attenuation effects and how these played a role in setting safe boundaries for the blasting activities on the development project. This program will also discuss notification measures taken by the contractor before blasting begins as well as before and after each blast for the project.

6. Pre-blast inspection should be performed on the 223 structures identified on the four sides of the project as shown previously in this report. These pre-blast inspections will be completed prior to blasting on the project. These inspections will utilize proven engineering methods employed by specially trained personnel, by completing engineering forms with technical sketches and digital photography to record the present condition of all buildings or structures identified for the project by the blasting damage control plan.

7. Seismic monitoring will be conducted on the project utilizing “state of the art” fixed and portable seismographs capable of monitoring three mutually perpendicular traces of ground vibration and one trace of air over pressure as prescribed by the State of Tennessee Blasting Standards Act. The seismic monitoring program will be used to document all vibration and air overpressure levels from blasting at the closest exposed structure oriented on each of the four general directions from the project blasting. This seismic monitoring program will also include a fifth portable seismograph to measure the blasting at any residential property where concerns arise about blasting levels as the job progresses and a distance closer than the actual blasting be designed to document all vibration and air overpressure levels from blasting at the site in each of the principle directions from the site, as well as at the location of any specific structures of concern on or near the site. The seismograph testing services plan will provide daily feedback of vibration and air over pressure readings to contractor, developers or engineers. This program also includes monthly summary reports to serve as a permanent seismic record for the project. The daily feedback tool is designed to give needed information required to modify blasting design during the course of the job, in order to keep vibration and air blast levels within safe, no damage limits and within the job vibration specifications as closer exposures of the job are approached.

8. Should blasting claims arise; each claim will be addressed on a case by case basis. A causation analysis of each item claimed as blasting damage will be performed and a determination will be made if blasting caused the claimed damages or if they are a result of some other force acting on the structure of concern. We will report our findings to the project engineer for dissemination to the appropriate parities. Claims investigation will take place in a timely manner with an expected investigating and reporting window of two weeks from the time the claim is reported.

APPENDIX-B

Appendix B

Permitted Office, Retail and Commercial Land Use Table

Uses	Office Campus District A	Mixed Use District B	Office / Service Center District C
Cultural center	AE	P	
Day care center (up to 75)	AE	PC	
Day care center (over 75)	AE	PC	
Business school	P		P
College or University	P	P	P
Personal instruction	P	P	P
Vocational school	P		P
Financial institution	P*-A5	P*	P*
General office	P	P	P
Leasing/sales office	AE	P	P
Medical appliance sales	P	P	P
Medical office	P	P	P
Medical or scientific lab	P		P
Outpatient Clinic	P	P	P
Rehab Services	P	P	P
ATM	P*-A5	P*	P
Business service	P	P	P
Furniture store		P	P
Home improvement sales		P	P
Hotel/motel	PL		
Inventory stock	P	P	P
Personal care services	AE	P	P
Restaurant, fast-food	AE	P*	P*
Restaurant, full-service	AE	P*	P*
Restaurant, take-out	AE	P*	P*
Retail	AE	P	P
Audio/video tape transfer	P	P	P
Multi-media production	P	P	P
Printing and publishing	P	P	P
Radio/TV studio	P		P
Telephone services	PC	PC	PC
Building contractor supply			P
Distributive business/wholesale	PC	PC	PC
Manufacturing, Light	PC		PC
Research service	P	P	P
Warehouse	PC		PC
Bus transfer station	P	P	P
Commuter rail	P	P	P
Park and ride lot	P	P	P
Safety services	P	P	P
Water/sewer pump station	P	P	P
Collection center	PW		PW
Recycling collection center	PW		PW
Greenway	P	P	P
Park	P	P	P
Recreation center	AE		
Pond/lake	P	P	P

P - Permitted by right.

P* - Permitted by right with limited drive-thru (see page 16 of this document).

P*-A5 - Permitted by right with limited drive-thru (see page 15 of this document). Not permitted on parcel A-5.

PC - Permitted subject to specific conditions (see Metro Zoning Code Ch. 17.16) All uses shall be exempt to the 25,000 SF Maximum building size except for Telephone Services.

PL - Permitted in designated locations only (see page 15 of this document).

PW - Permitted where views of collection centers are screened from public rights of way by buildings. Collection shall be limited to project specific needs.

AE - Permitted as accessory to permitted use, but must be located within the confines of an enclosed building.