oneC1TY

[wuhn sit-ee] a catalyst project by Health Care REIT, Inc.

2011, March 03

Case Number :: 2011SP-009-003

PRELIMINARY SPECIFIC PLAN - ZONING REQUEST
Originally Approved by Council Bill BL2011-891
Amended Here by Council Bill BL2014-704

Purpose and Intent:
The purpose of this amendment is to add additional uses, allow the implementation of temporary improvements and increase the permitted building height.

GENERAL INFORMATION

ONE**C1TY** PRELIMINARY SP
SP # 2011SP-009-001
Council District: 21
Council Member: Edith Taylor Langster
Original Submittal: 03.03.2011
Revision Date: 03.23.2011
Revision Date: 04.07.2011
Revision Date: 06.24.2014

TABLE OF CONTENTS

4 Introduction:
- Project Team
- Project Overview

8 Site Context:
- Regional Importance
- Local Impact
- Connectivity
- Current Zoning + Land Use Policies
- Existing Conditions

14 Master Plan:
- The Idea
- The Concept
- Design Principles
- District Plan

34 Preliminary Development Plan:
- Regulatory Plan
- Development Standards
- Permitted Uses
- Phasing Strategy

37 Streets + Parking:
- Site Circulation
- Street Sections
- Traffic Conditions

44 Site Infrastructure:
- Infrastructure Plan
- Sustainability

46 Public Areas:
- Public Realm/Open Space
- Streetscape

48 Design Guidelines:
- Architectural Character
- Material Palette

PROJECT TEAM

NASHCAM, L.P. :

8383 PRESTON CENTER PLAZA DRIVE
5TH FLOOR
DALLAS, TX 75225
615.972.6440
RYAN DOYLE
RYAN@ONEC1TYNASHVILLE.COM

CIVIL SITE DESIGN GROUP :

630 SOUTHGATE AVENUE, SUITE A
NASHVILLE, TN 37203
615.248.9999
HAL B. CLARK, ASLA, LEED AP
HALC@CIVIL-SITE.COM

505DESIGN :

2520 BROADWAY STREET
BOULDER, CO 80304
720.565.0505
JOHN WARD
JWARD@505DESIGN.COM

EARL SWENSSON ASSOCIATES, INC. :

2100 WEST END AVENUE, SUITE 1200
VANDERBILT PLAZA
NASHVILLE, TN 37203
615.329.9445
LAURA P. BEENE, AIA NCARB
LAURAB@ESARCH.COM

In 2010, Healthcare REIT had an idea.

What if we created a place in Nashville where the most creative thinkers in the healthcare community and the most innovative minds in information technology could **come together in a way that has never been done before**?

What if our core value was to drive innovation through collaboration; a layering of different perspectives for a common goal - **a healthier world**?

What if we designed a place for the future of Nashville where residents bring their friends and family to say **'this is who we are'**?

Above all, what if this new place began to answer the question **'how can we be better together'**.?

ONE**C1TY** is proud to be the first private investment to follow the public investment in the 28th Avenue Connector. We couldn't agree more with the Mayor of Nashville when he said of the connector

"It reconnects us. We're One City."

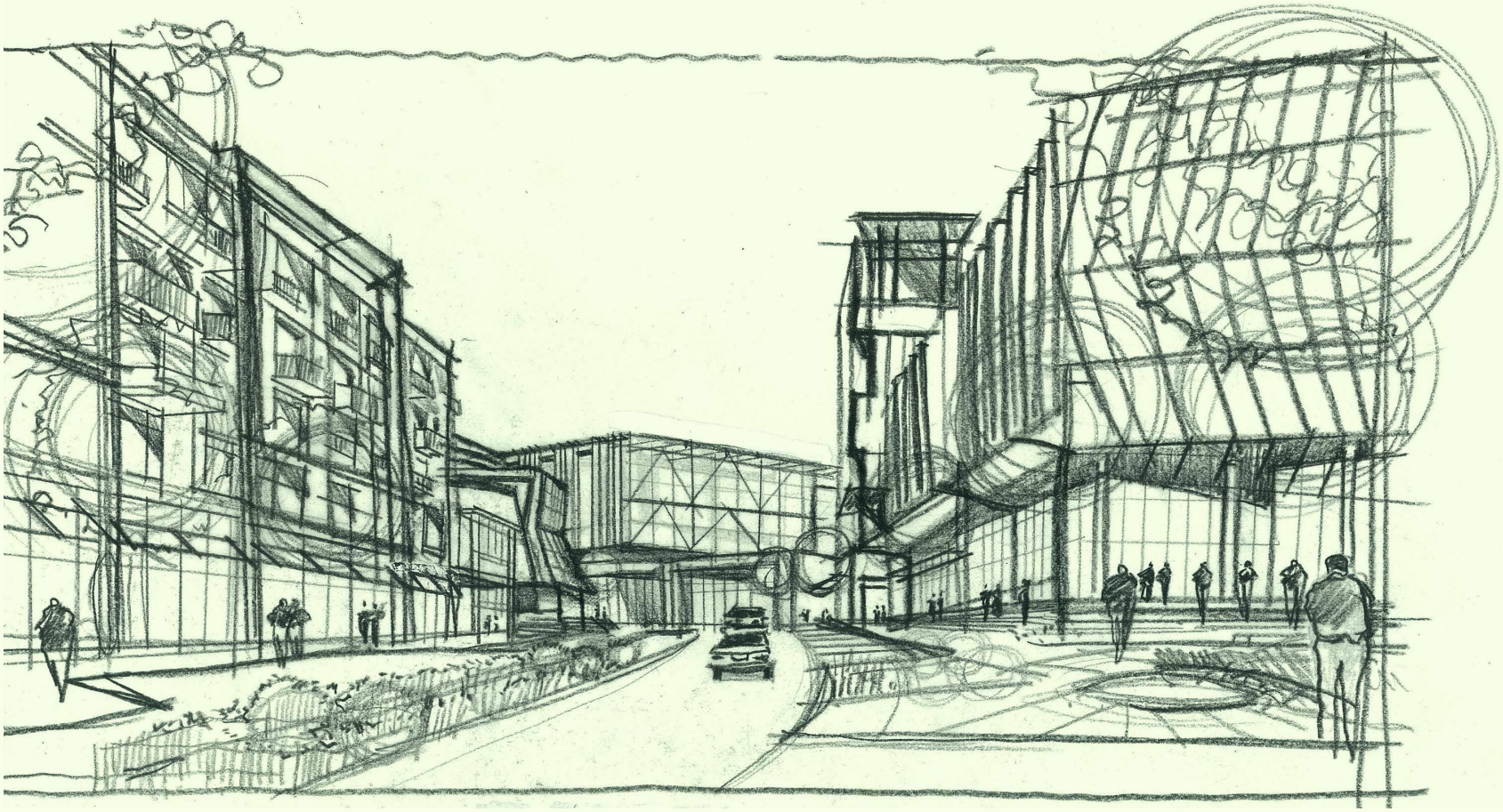
-Mayor Karl Dean

PROJECT OVERVIEW

ONE**C1TY** consists of 18.7 acres contained by Interstate 440, Charlotte Avenue, the CSX rail line and the new 28th Avenue Connector. Soon, existing vacant and underutilized structures will give way to a new, vibrant mixed-use neighborhood that will serve as a center of activity and commerce for our City.

The proposed development plan will consist of a mix of office uses, including medical, information technology and research, as well as neighborhood scale commercial and retail uses within a walkable, urban neighborhood.

The ONE**C1TY** Preliminary Development Plan outlines a unique vision, framework and guidelines for the development of this mixed-use neighborhood by establishing a Specific Plan zoning for the project.

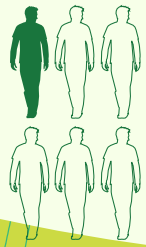


PROJECT SUMMARY

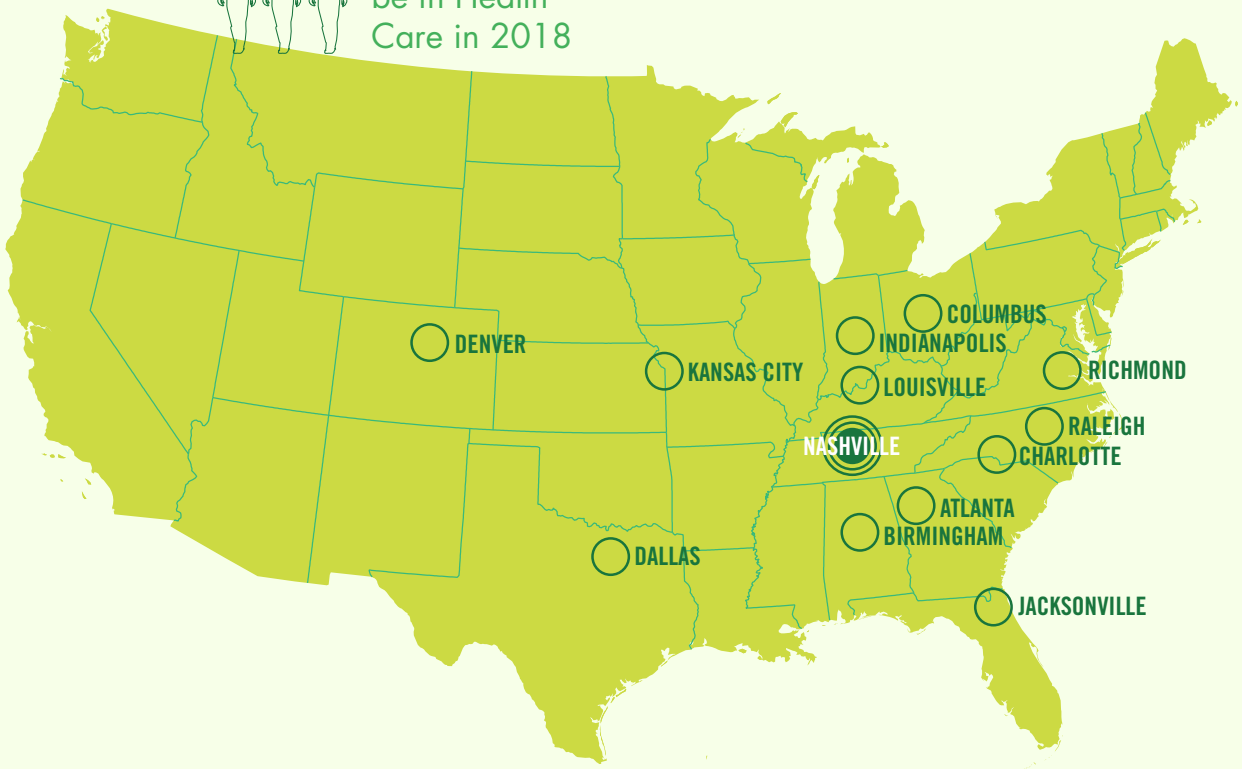
Key Plan Components:
- Unique mix of office, commercial and retail uses (approximately 1.2 million square feet)
- Vibrant, active and walkable neighborhood
- Formal public parks, plazas, couryards and gathering areas
- Opportunities for public art
- Potential public transit opportunities
- Model for sustainable design and development practices

REGIONAL IMPORTANCE

56 Health Care companies are **headquartered in Nashville** with more than **$62 billion in revenues worldwide**. More than **250 Health Care Companies have operations in Nashville**, as well as 300 professional service firms in support of Health Care.



One in Six new jobs in the USA are projected to be in Health Care in 2018



Nashville ranks **higher** than the 12 cities above in rankings measuring Health Care employment per capita, Health Care employment share and Health Care export capacity.

- 2010 The Health Care Industry in the Nashville MSA: Its scope and impact on the regional economy

"Over the last few decades, **we've seen information technology transform industry after industry**. We've watched 24-hour ATMs replace bankers' hours and credit cards revolutionize retail. We've seen on-line shopping surge, social networking become a way of life, and in many cases, forgotten how we ever lived or worked without our smart phones.

For Americans, these transformations have brought huge benefits – better service, more convenience, and lower costs. For our economy, these transformations have meant **countless new jobs**. The top five internet companies today are all American. Over the last ten years, their workforces have grown nearly 600 percent.

Today, we are poised for a similar revolution in health care."

- Secretary Kathleen Sebelius

LOCAL IMPACT

Leverage the existing university-based assets and align expertise and opportunity to build a **new era of innovation and collaboration** between education and health care.

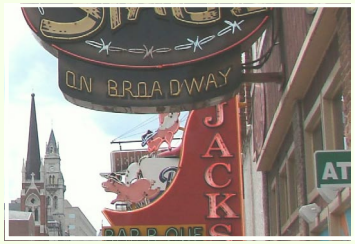
Health care is the largest and fastest growing local employer. Nashville's health care industry contributes nearly $30 billion and **210,000 jobs** to the local economy.

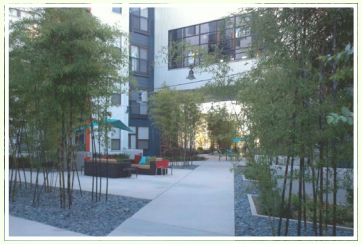
One in eight workers in Nashville is employed by a health care provider. The average wage for health care occupations is more than **150%** of the average annual wage in Nashville.

"In 2008, the Nashville health care industry cluster occupied **31 million square feet of office space,** 16.4 percent of Nashville's total office and industrial space."

- 2010 The Health Care Industry in the Nashville MSA: Its scope and impact on the regional economy

A. Project site B. HCA Health Care C. Centennial Park D. Centennial Medical Center
E. Red Cross F. Baptist Hospital G. Metro Nashville General Hospital H. Fisk University
I. Meharry Medical College J. Tennessee State University K. Vanderbilt University
L. V.A. Hospital M. Vanderbilt Medical Center
N. Belmont University O. Downtown Nashville

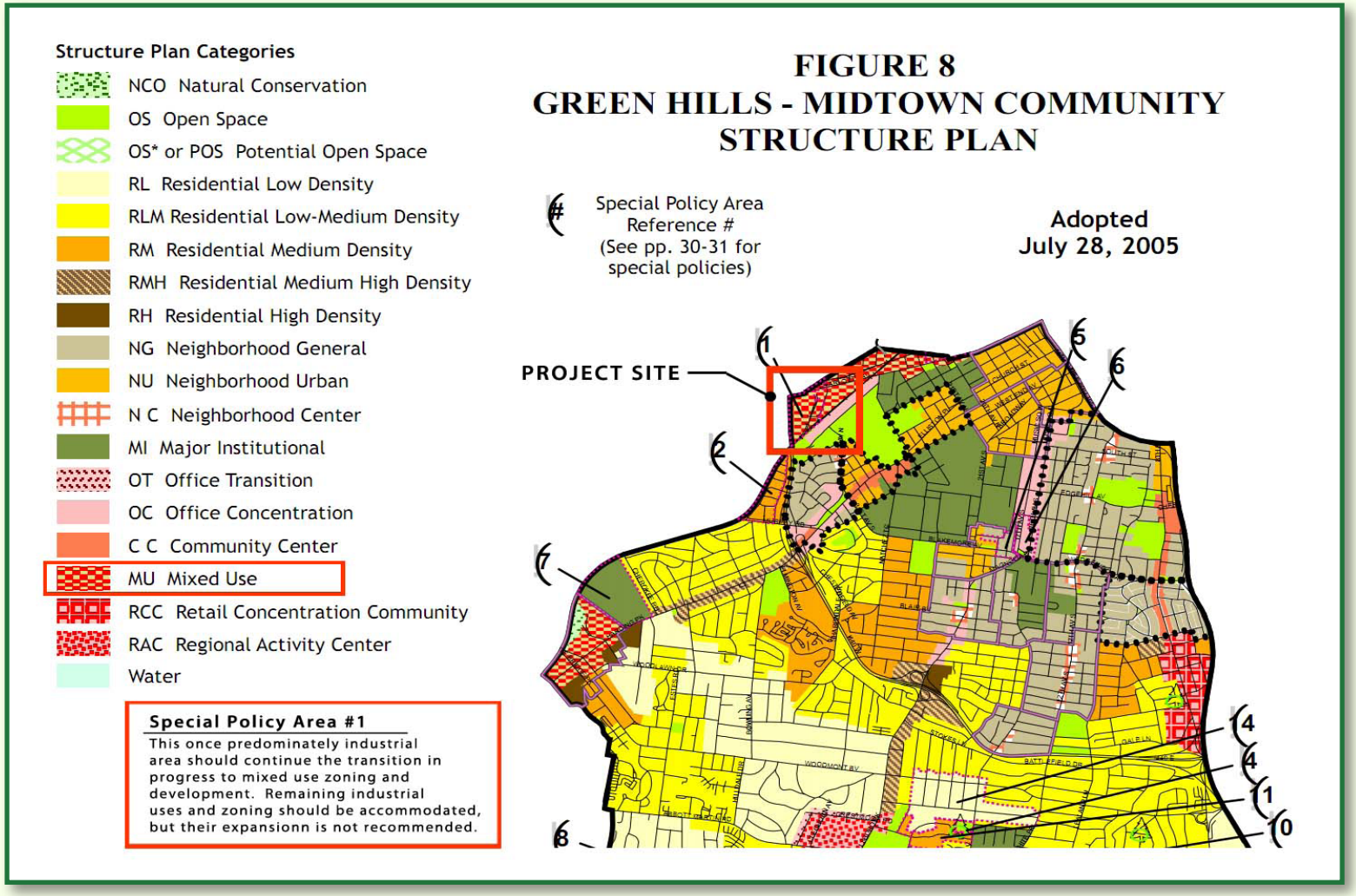




CONNECTIVITY

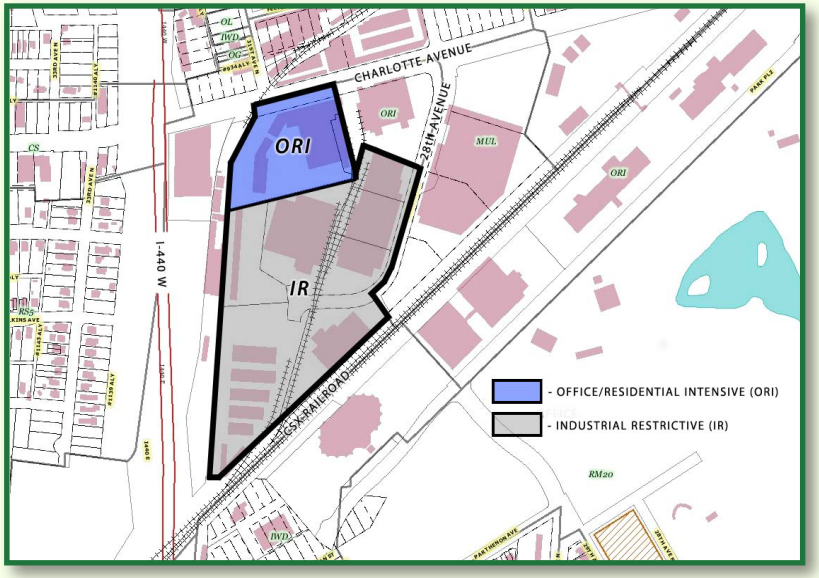
The long awaited connection was planned to bring the Nashville **community together**. A link for people, neighborhoods, schools and employment centers, the **28th Avenue Connector** arrives at our front door. ONE**CITY** embodies a fresh start and a future of collaboration.

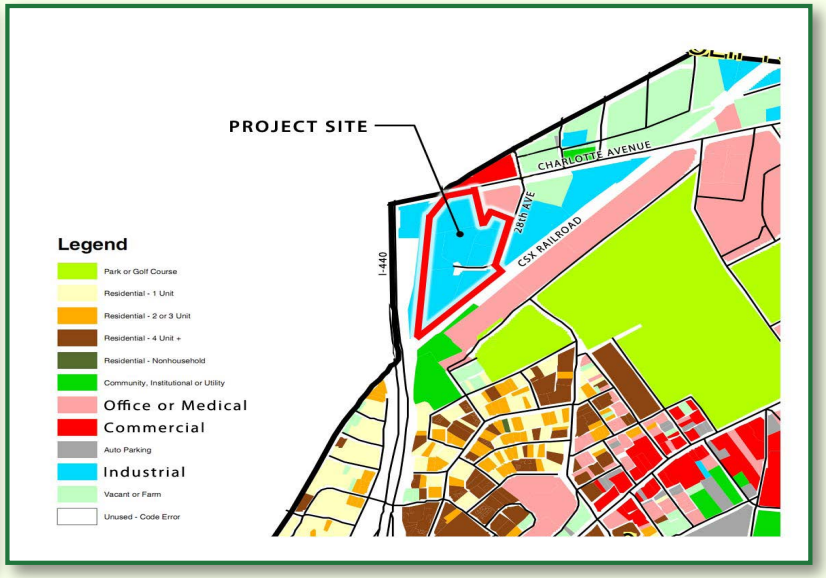
CURRENT LAND USE POLICY



According to the current Green Hills/Midtown Community Plan, the ONE**C1TY** site is planned as a Mixed Use (MU) category in the Structure Plan and a (T5)-Center designation on the Community Transect Map. The proposed Preliminary Development Plan is consistent with this proposed policy and presents an opportunity for the site to redevelop in a manner that helps to achieve the future goals for this community.

CURRENT ZONING & ADJACENT LAND USE

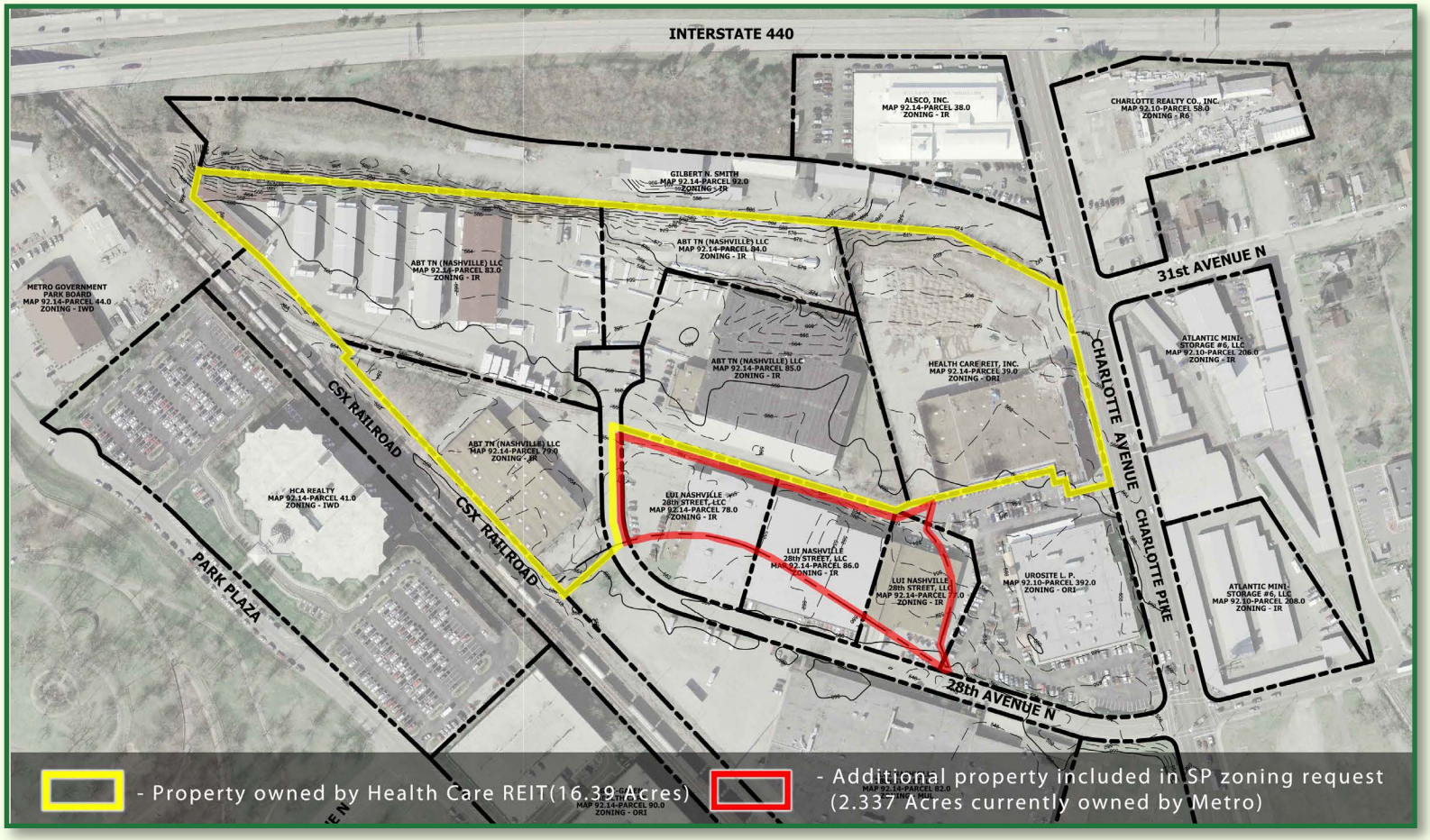




The property currently falls into two existing zoning districts. The portion of the property located along Charlotte Avenue is currently zoned Office/Residential Intensive (ORI) and the portion toward the railroad and new 28th Street Connector is currently zoned Industrial Restrictive (IR). The requested SP zoning will allow the redevelopment of this current industrial property to be more consistent with the proposed MU policy planned in the Community Plan.

The existing land uses in the immediate area of the site are also primarily industrial in nature with a small portion of office and/or medical uses adjacent to the property and commercial uses across the street on the north side of Charlotte Avenue. With this existing land use pattern, and the development program planned for ONE**C1TY**, the future development plan will be consistent with the existing and planned land uses in the adjacent area.

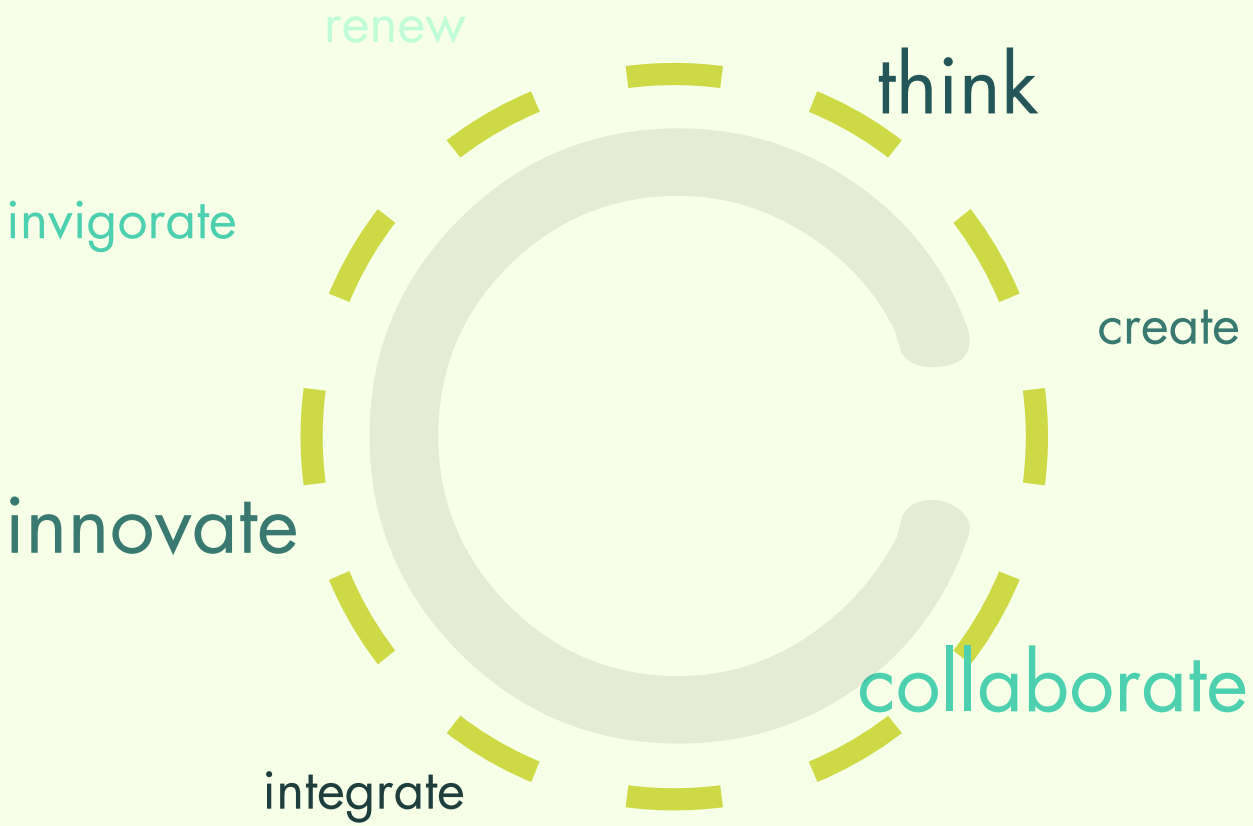
EXISTING CONDITIONS



The existing physical characteristics of the property are consistent with an outdated industrial property and currently contains several vacant, dilapitated and/or unoccupied buildings and one existing facility that is relocating at the present time. There are currently several easements including an existing railroad spur and a portion of the existing 28th Street that are being abandoned by Metro as a part of the new connector project. All of these easements and dedications are in the process of being abandoned and will become part of the overall usable property for the project. Most of the property is currently covered in building or pavement (roads and/or parking) with very little existing vegetation on site. A significant portion of this paved area will be ultimately converted into green space or landscaped, park areas for public enjoyment.

THE IDEA

Together we will create a place that is powered by the aspirations of the best minds in the Healthcare Industry, centered on the belief that we are all students of **mindful living**, and is a natural extension of the Nashville culture and urban fabric. The **synergy** created between patient care, information technology, research and development, and the entrepreneurial spirit will be built into the buildings and spaces throughout ONE**C1TY**.



THE CONCEPT

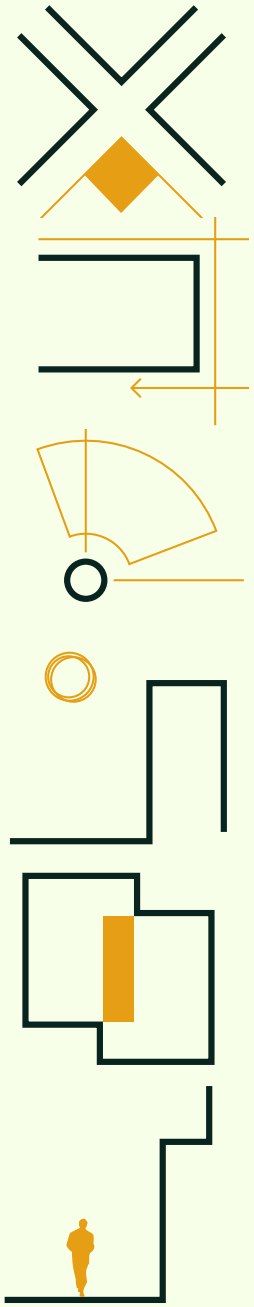
1. The Market Street
2. Arrival Court
3. The Boulevard
4. The Dining Deck
5. The Yard
6. The Water Gardens
7. The Climbing Gardens
8. Charlotte Avenue - The Public Face

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 buildings may range 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.

DESIGN PRINCIPLES for QUALITY OF PLACE



Urban Fabric - Considering our place within the overall scale and essence of Nashville, TN - Big Picture - Broad Strokes and Overall Gesture - High Design

Circulation - Access to the site and within the site for transportation (auto, bus, transit, bikes) and pedestrians - Movement of people, goods and services - Paths, Intersections & Nodes to Key Points/Amenities within the Site

Views - Preserve views of Downtown and Centennial Park from the site - connecting to place - Create or Frame compelling views of ONE**C1TY** when approaching it and from within the site - enhance brand identity

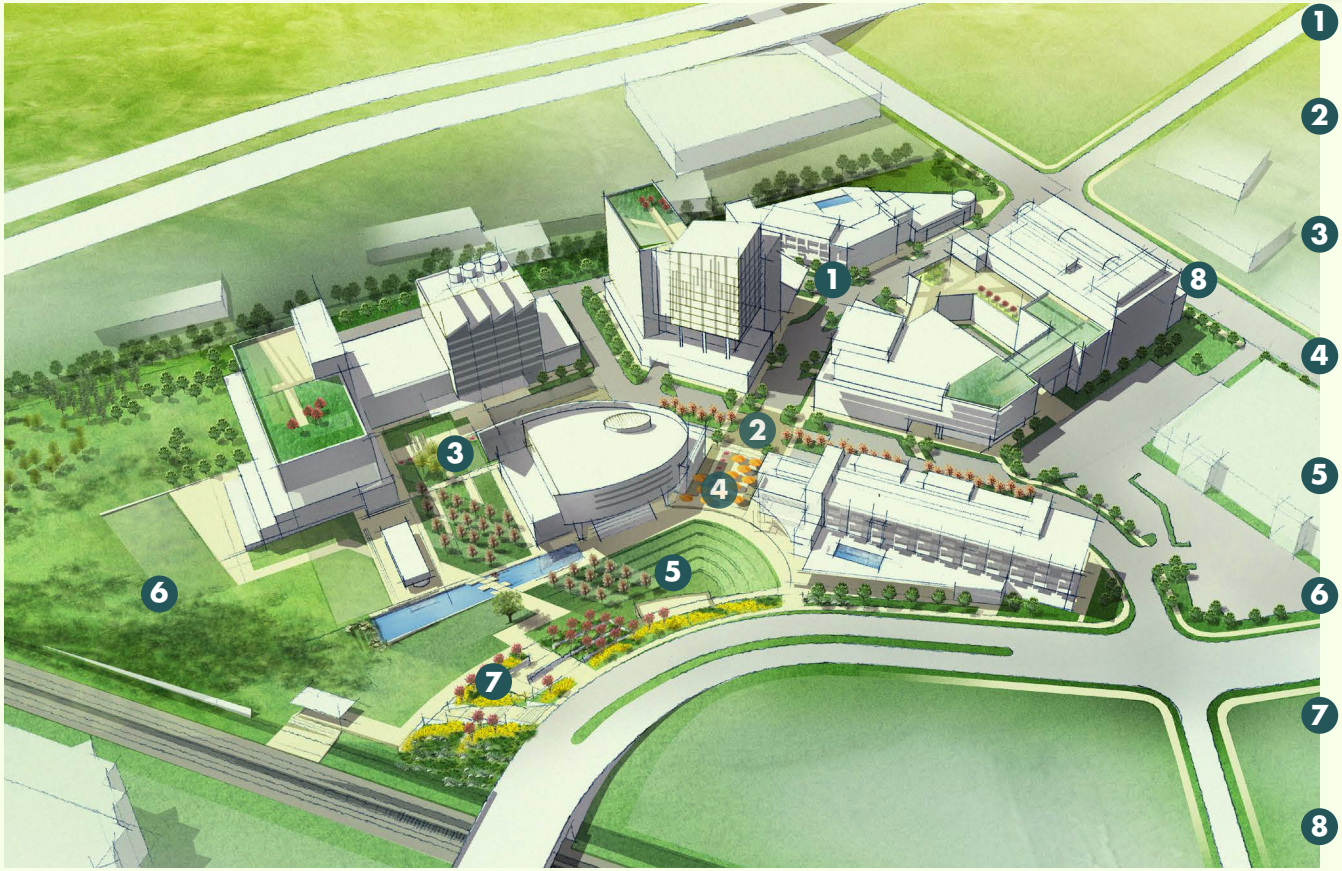
Solar Access - Plan and Design with the sun in mind to insure solar access for all key functions - utilize the sun's benefits (natural lighting, passive heating, gardens, general well-being and shadows) and negate its downfalls (glare, indoor temperature swings, heavy hvac use and vegetative dead zones) through design

Relationships - Understand programmatic interactions and adjacencies critical to our ultimate uses - Patience Services, IT, R&D, Retail, Residential, Public Areas and surrounding site - Building plans and inter-building connections

Human Factor - Establish a scale and architectural language approachable by the site's users - High Touch - materials - experiences (the senses and elements - sight, touch, sound, taste and smell - earth, fire, water, wind & our emotional connection to them)

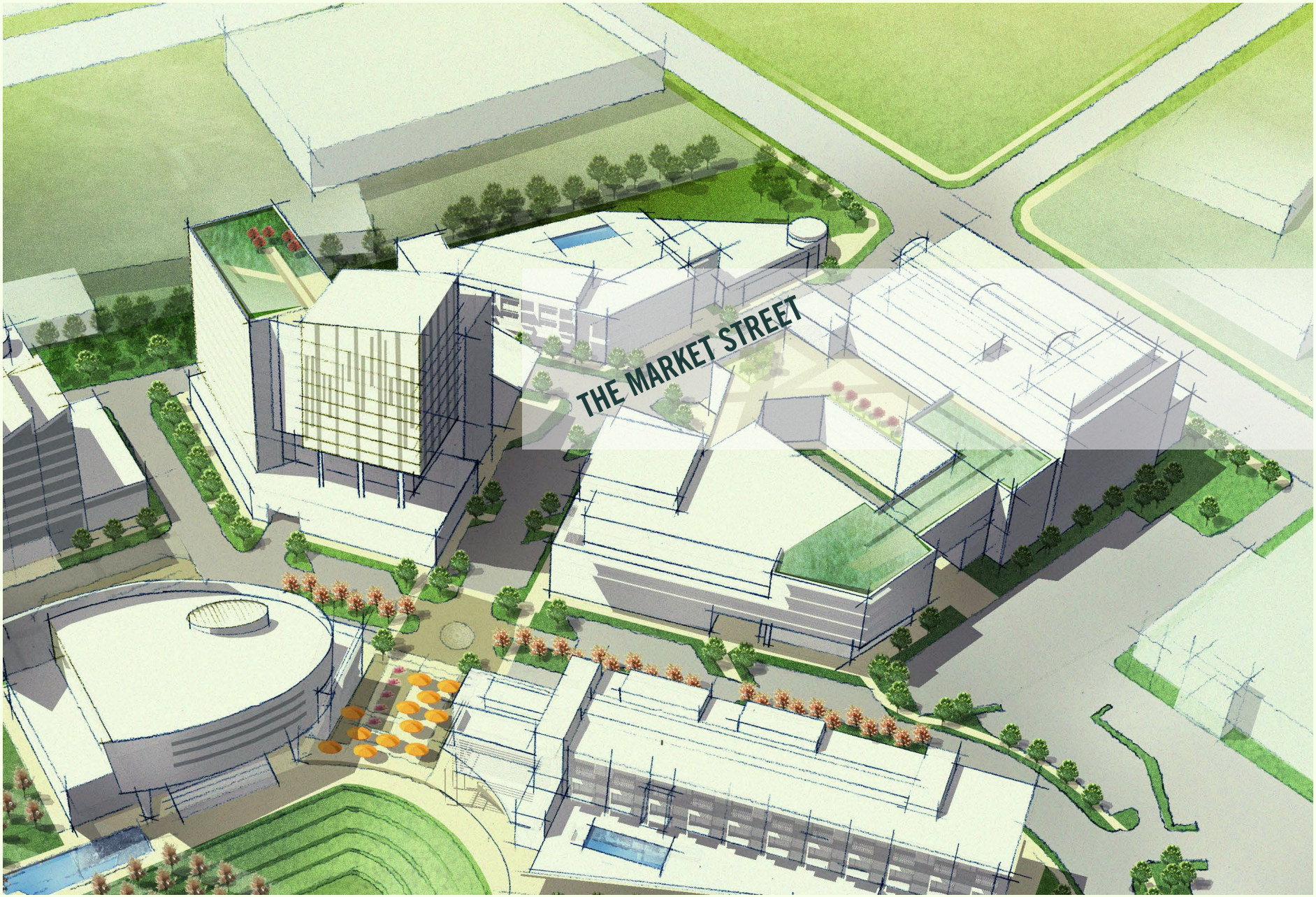
THE PLACE

This is not just a development, but rather a collection of diverse places designed as a **catalyst** for the community and a fully integrated extension of the Nashville urban fabric. The character of each place is driven by both the aspirations of the future occupants and by the **6 guiding principles for quality of place**.



District Plan Key

1. The Market Street: high touch, pedestrian scaled shopping and dining street.
2. The Boulevard: lush, pedestrian friendly streetscape with landscaped median is the collector for everyday traffic.
3. Arrival Court: expressive canopy and sophisticated landscape provide a big sense of arrival.
4. The Dining Deck: anchored by healthy eating, local food is the main focus for the teaching and dining experience.
5. The Yard: a relocated heritage tree and interactive water feature anchor this multi-purpose gathering place.
6. The Water Gardens: water quality gardens double as a series of outdoor rooms for great minds to steep.
7. The Climbing Gardens: the terraced gardens link 28th Avenue to the Yard and back to Centennial Park
8. Charlotte Avenue: urban edge, streetscape and architecture that serves as the public face of the project


THE MARKET STREET

THE MARKET STREET

A place intrinsic to Nashville where locals can buy local, patients can '**discover**' *instead of* **'wait'** and visitors can shop and dine in a vibrant and comfortable environment.

sidewalks in summer shade <

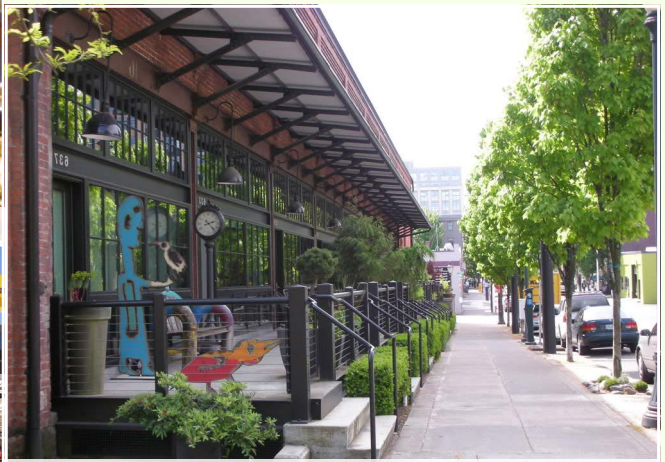
easy cross-shopping <

pedestrian scaled landscape <

simple, elegant hardscape <

tenant planter program <

urban sophisticated

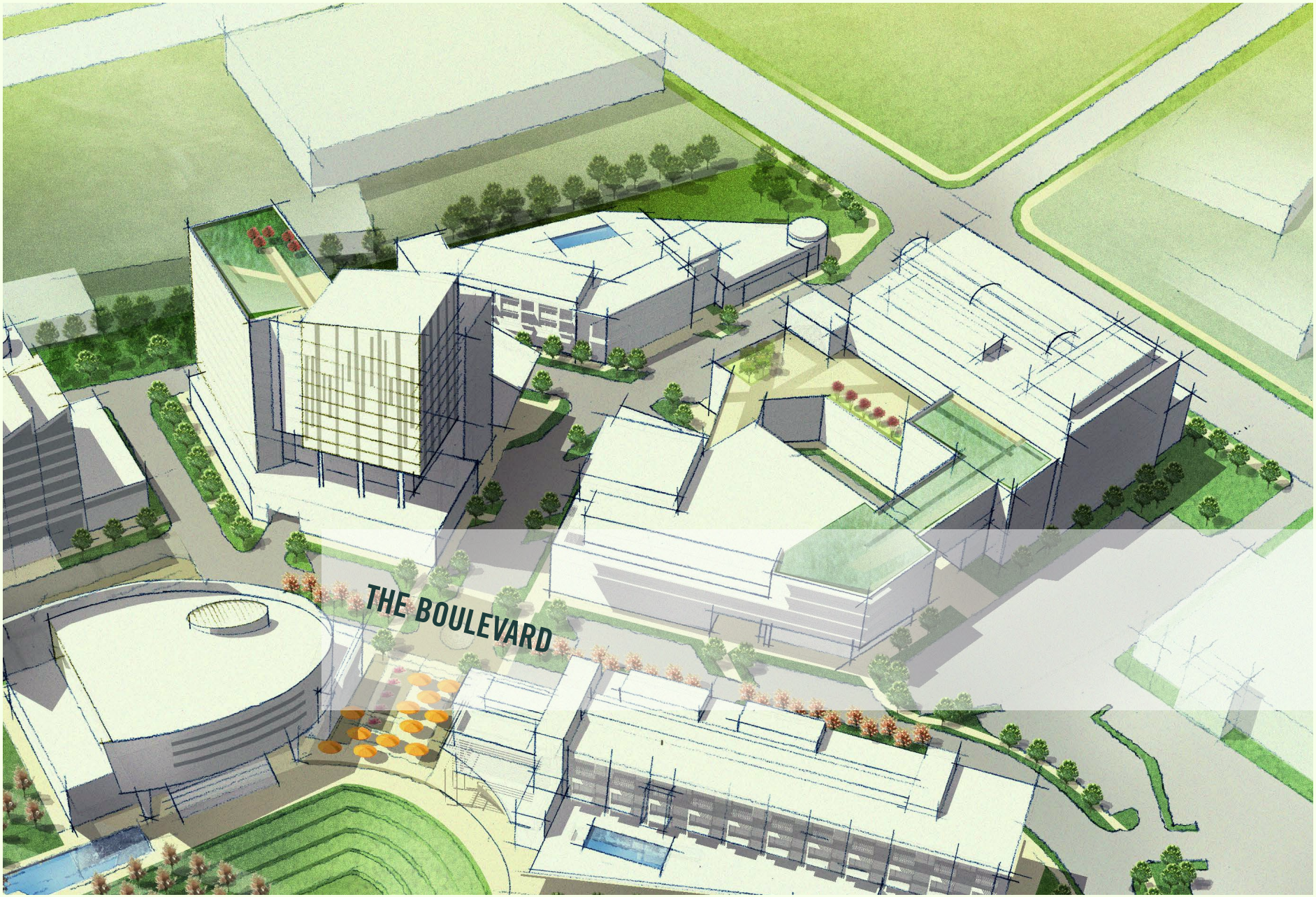


messy vitality

stepped down massing

vibrant storefronts

District Plan - Market Street


THE BOULEVARD

THE BOULEVARD

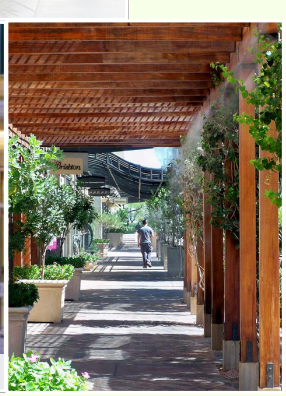
A lush Promenade with a **modern sophisticated streetscape** serves as the primary collector for employee and patient traffic with clear wayfinding and several parking options . Ground floor tenants and lobbies line The Boulevard and frame a long vista to the arrival court beyond.

signature pot program <
simple, scored concrete <
modern light standard <
bright storefronts and lobbies <
south facing trellis gardens <
comfortable seating <

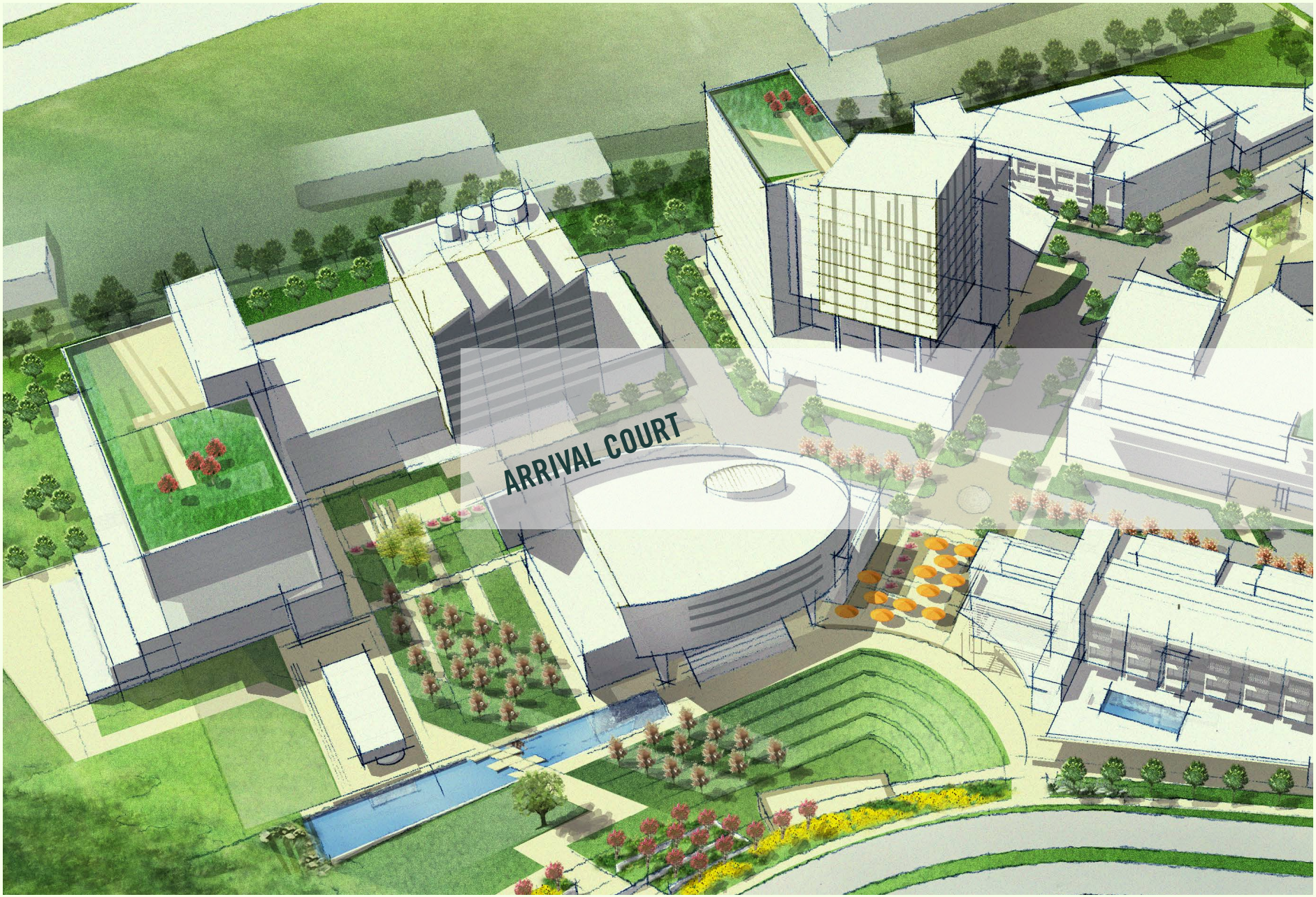
hip-height landscaping

well-illuminated streetscape

street level lobby



warmth and texture

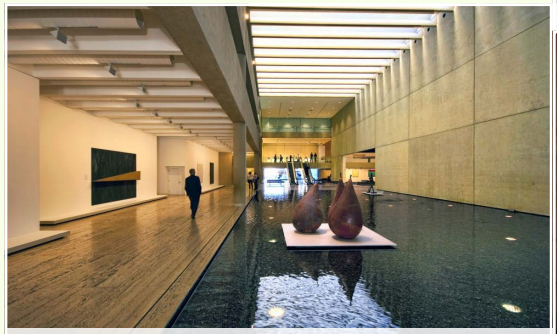

ARRIVAL COURT

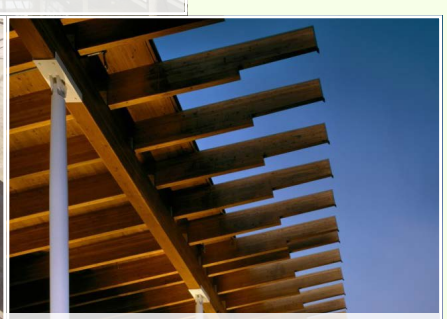
ARRIVAL COURT

The urban plaza and motor court with its expressive canopy provide both a **big sense of arrival** and a sophisticated, almost zen forecourt to the office tenants and their guests. Enter at the grand atrium that feels more like an art museum than a lobby.

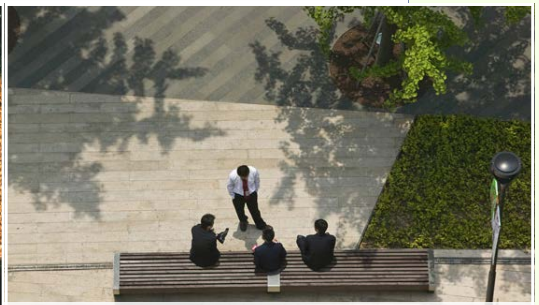
large scale plaza <
artful landscape - hardscape <
natural materials <
casual gathering places <
places to be alone together <
calm water <

calm water feature

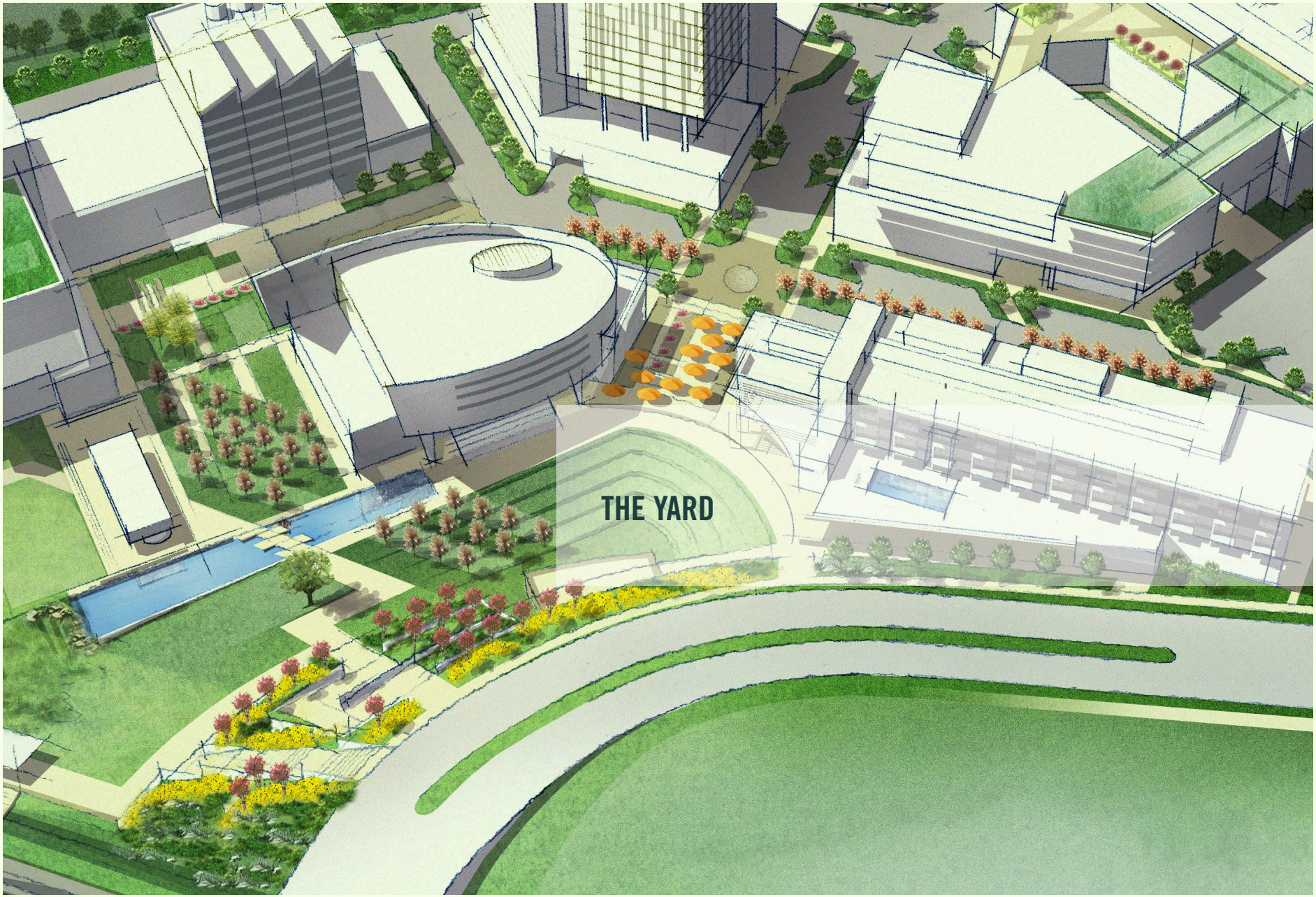

lobby experience


rustic modern

urban plantings


outdoor rooms

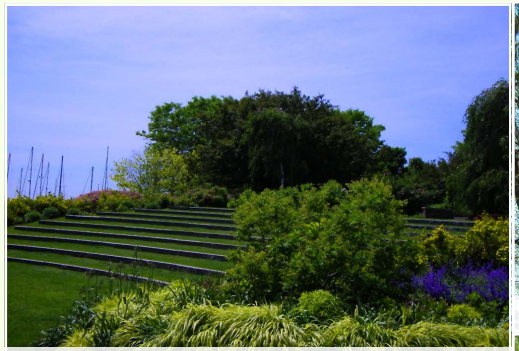
District Plan Area - Arrival Court


THE YARD

THE YARD

The Yard is the largest, most flexible public open space and will serve as both a **community performance venue** and a series of **terraced outdoor rooms** for daily gatherings, quiet reflection and public fitness, all in the shadow of the tree canopy.

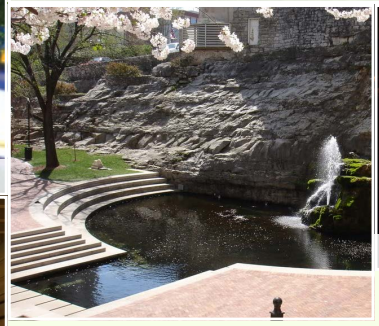
a place to be quiet <
a place to gather with friends <
shaded places to picnic <
flexible spaces to just be <
summer music under the stars <
fall lecture series <


community event lawn

relocated heritage tree

flexible outdoor rooms

both active and passive places to gather



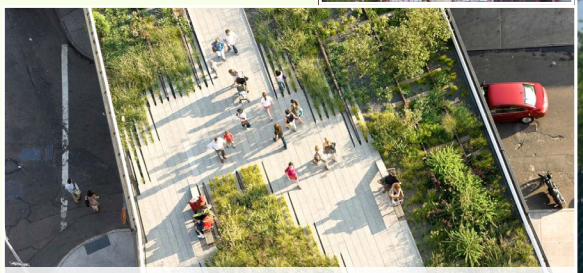
urban water source

THE CLIMBING GARDENS

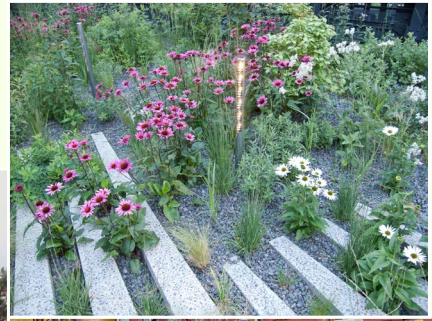
THE CLIMBING GARDENS

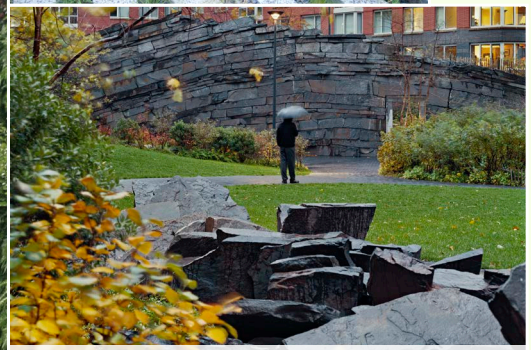
A gestural urban garden tied to the newly connected city of Nashville, the Climbing Gardens provide a **rich tapestry of plant life** and intimate gathering places: a quick stop on your way to Centennial Park or a place of rest when you return home on the transit line.

our front door to the community <
honor local plant heritage <
urban grit meets quiet gardens <
perfect for people watching <
gateway to Centennial Park <
special outdoor lighting <

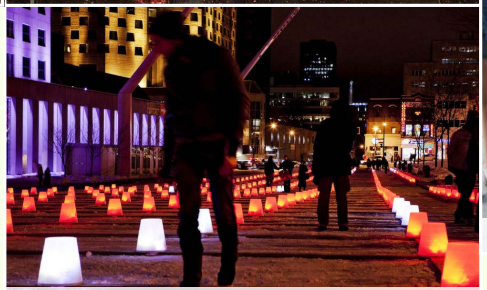


elevated walks and outdoor rooms



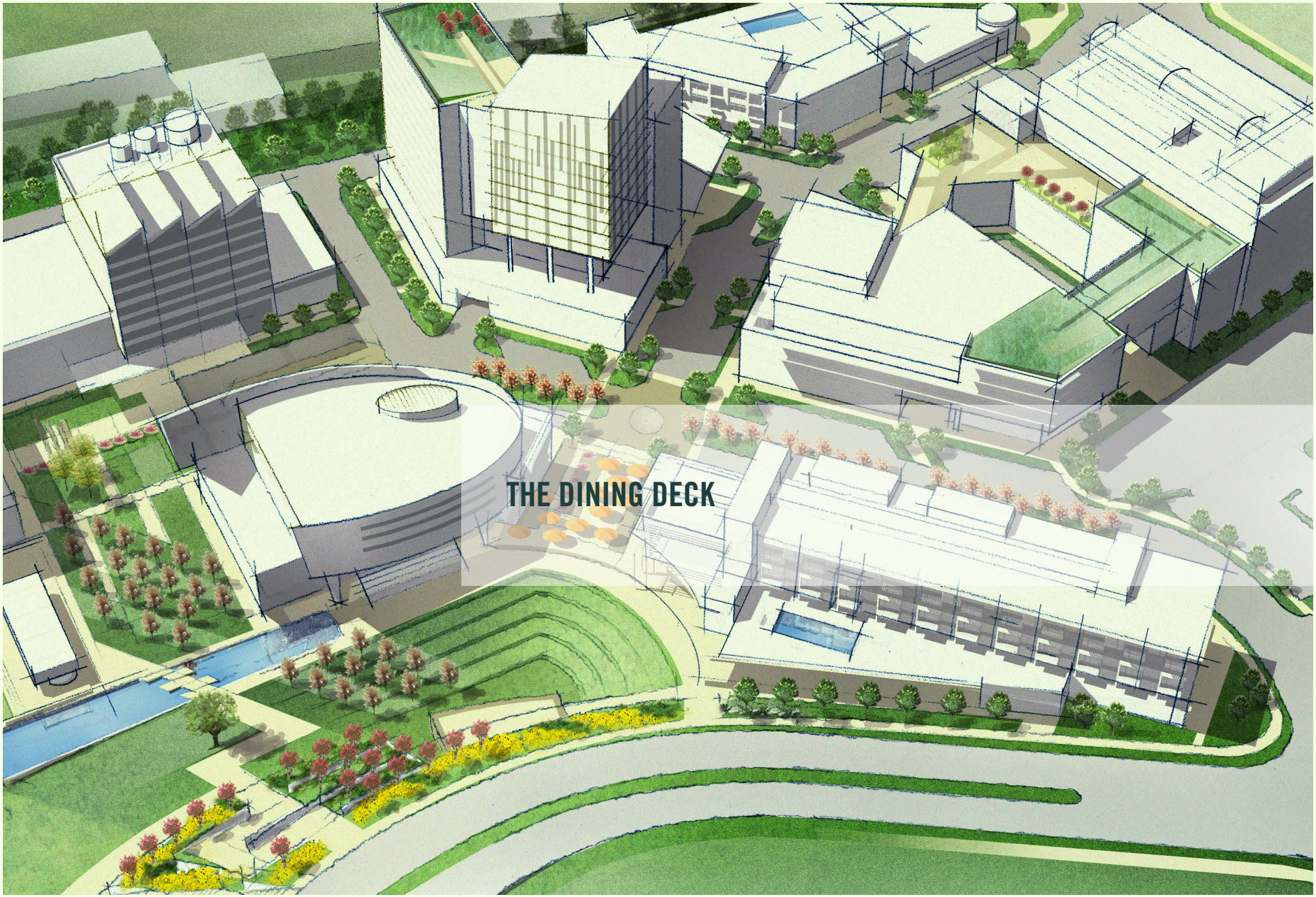


stone, concrete and abundant planting



interactive illumination

furniture for lounging


THE DINING DECK

THE DINING DECK

Where The Market Street meets The Boulevard: **A Celebration of Food**. This is where real Dinner Theater happens. Home to some of the best restaurants in town, The Dining Deck is a portal to a world of modern, healthy eating.

the best outdoor dining in town <

leaders in healthy eating <

teaching our children anew <

intimate setting <

the modern food festival <

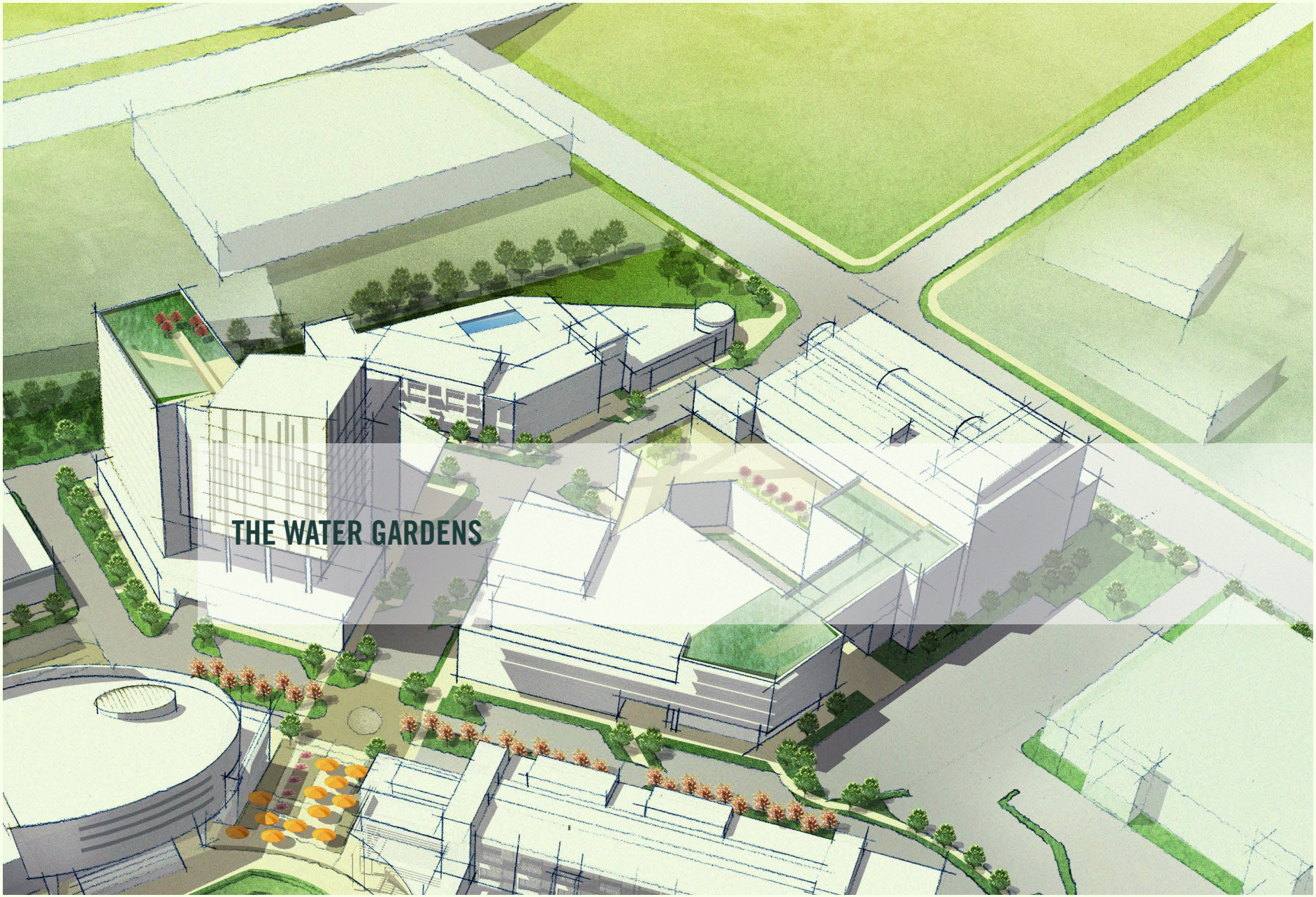
the local food experience <

sophisticated setting

flexible dining opportunities

it's all about the food

experiential


THE WATER GARDENS

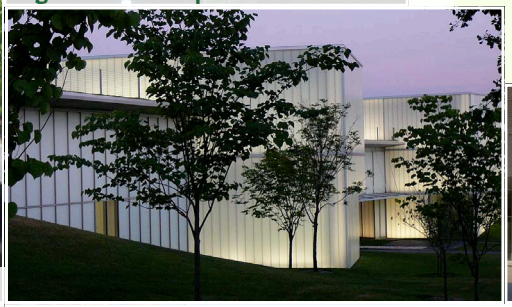
THE WATER GARDENS

Designed with water quality in mind, the Water Gardens provide a more private extension of the corporate campus into the most natural setting with **meandering paths**. **Outdoor rooms** are designed for a spontaneous meeting of the minds.

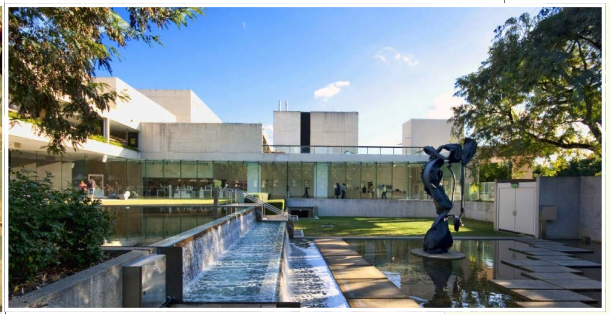
experience water quality <
educational opportunties <
a place for an aftenoon stretch <
impromptu meetings outside <
planned corporate functions <
the wonder of water and mist <
shaded seating for conversations <

night time atmosphere

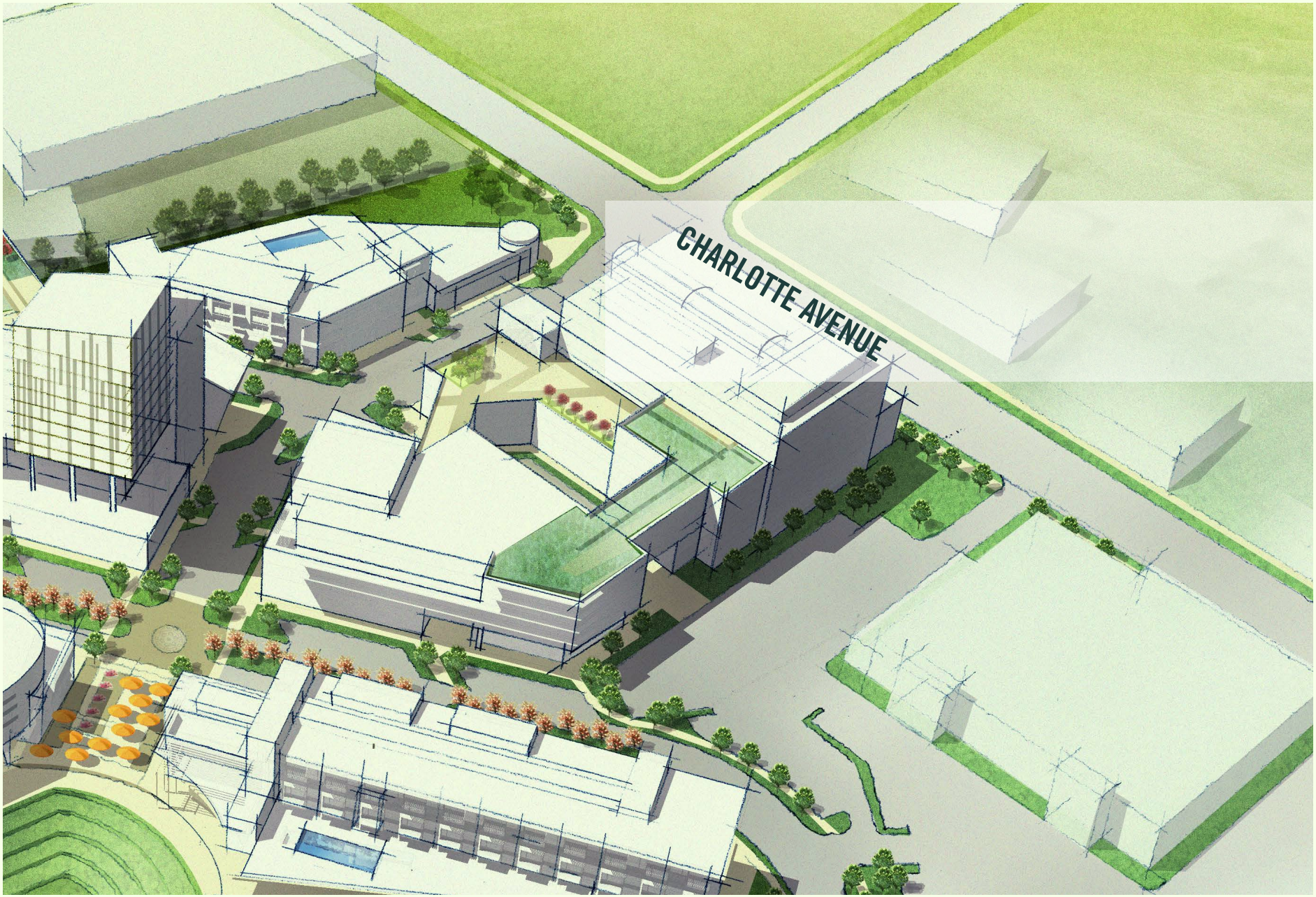
mist gardens



interactive water



shade and comfort


CHARLOTTE AVENUE

CHARLOTTE AVENUE

The project's **urban edge**, designed with architecture and an urban streetscape in mind, this edge functions and feels like the **public face** of the community providing a desirable environment for pedestrians as well as a variety of vehicular traffic and public transit opportunities.

urban edge <

architectural face <

pedestrian experience <

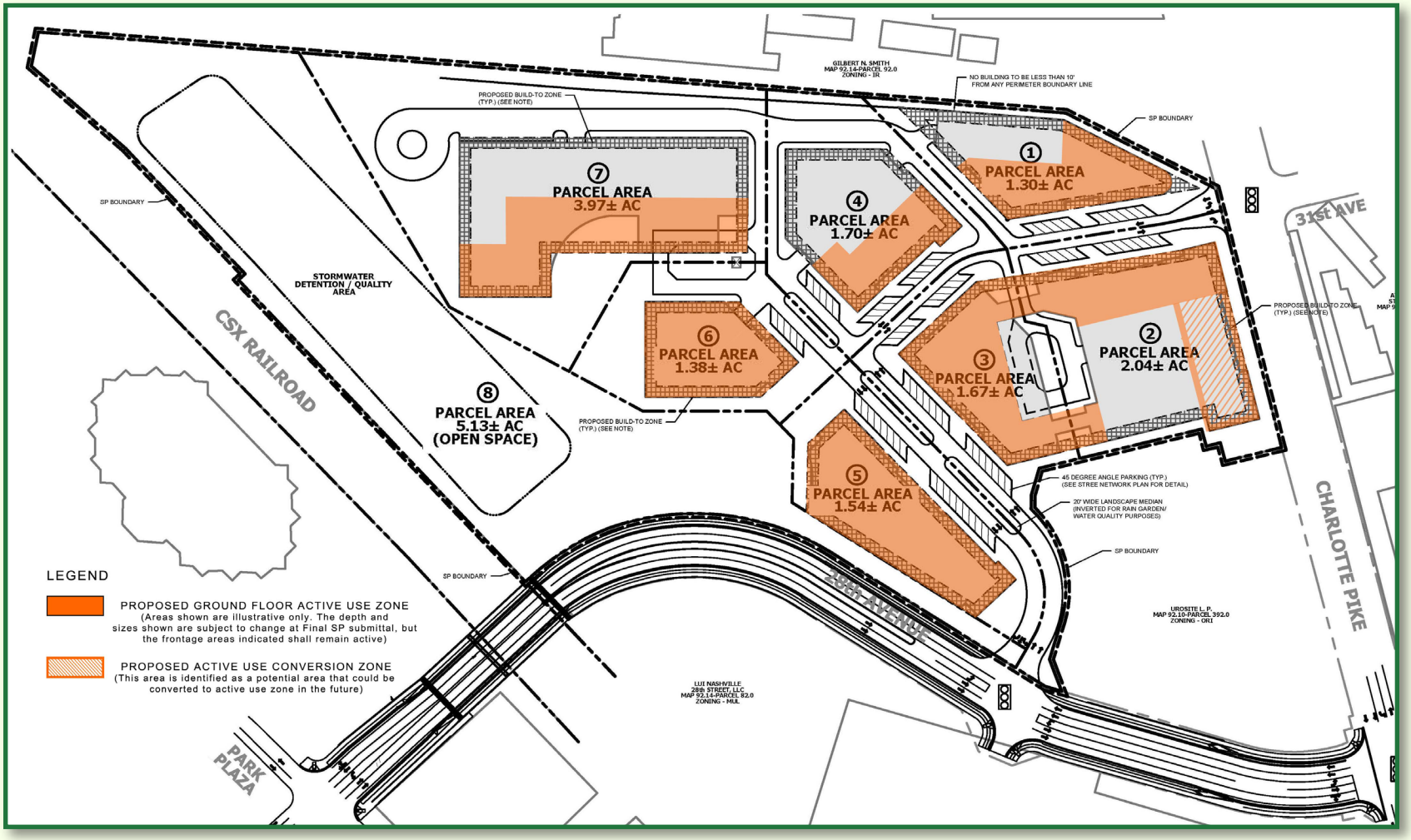
public transit opportunities <

pedestrian oriented

urban edge

complete street

PRELIMINARY DEVELOPMENT PLAN



Notes:

1. See site data table and development standards on next page for additional notes.
2. For all active uses on the first floor, a minimum of 40% of the front facade shall be clear or lightly tinted windows and doors, measured from the finished grade at the setback to the finised floor elevation of the second floor or to a height of sixteen feet, whichever is less. Upper floors, regardless of use, shall have a minimum of 25% of glazing.
3. Areas designated as "proposed active use conversion zone" shall provide active use and/or window display along at least 40% of the first floor building facade. The building area along this facade within the zone shall be designed and constructed in a manner that will permit future conversion to active use (liner building space) which if converted would maintain a minimum of 40% active use along the facade. The design and construction shall permit for a space of not less than 30 feet in depth and a minimum of 16 feet in height, measured from the first floor to the bottom of the 2nd floor above. Liner building space along Charlotte Avenue shall be exempt from the square footage calculation.
4. The frontage along Charlotte Avenue between the building face and existing street R.O.W. shall be designed to include pedestrian walkways, sitting areas and landscape areas.

DEVELOPMENT STANDARDS

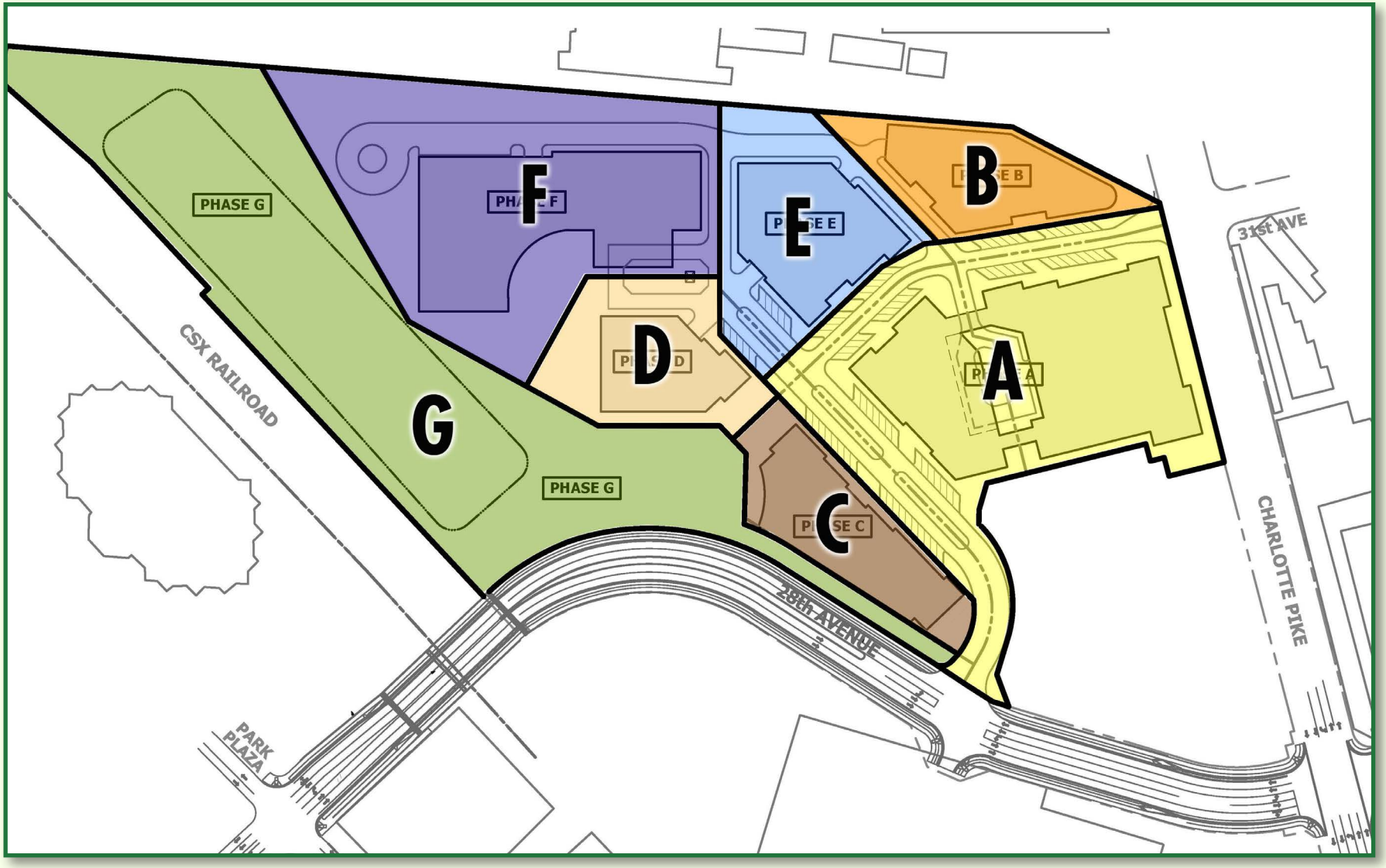
DEVELOPMENT / SITE DATA TABLE

	Parcel 1	Parcel 2	Parcel 3	Parcel 4	Parcel 5	Parcel 6	Parcel 7	Parcel 8
Maximum FAR	5.00	5.00	5.00	5.00	5.00	5.00	5.00	N/A
Maximum ISR	1.00	1.00	1.00	1.00	1.00	1.00	1.00	N/A
Minimum Building Height	2 Stories	2 Stories	2 Stories	2 Stories	2 Stories	2 Stories	2 Stories	N/A
Maximum Building Height	15 Stories	15 Stories	15 Stories	15 Stories	15 Stories	15 Stories	15 Stories	N/A
Building Build-To Zones	• Along Charlotte Avenue - Within 20' and 30' from the edge of the existing street R.O.W. • Along 28th Street Connector - Within 30' and 40' from the edge of the proposed street R.O.W. • Along all internal streets - Within 10' and 25 ' from the back of curb of adjacent street or parking (The 25' only permitted in order to accommodate outdoor dining/cafés,etc.							
Building Step Back	The maximum building height at the established build-to line shall be 7 stories (or 105 feet), and then proceed with a minimum recess of 10 feet for additional stories.							
Parking	Parking will be provided in accordance with the requirements in the Metro Zoning Ordinance. This SP plans for a combination of on-street and structured parking. Shared parking is encouraged and bicycle parking will also be provided.							

DEVELOPMENT STANDARDS

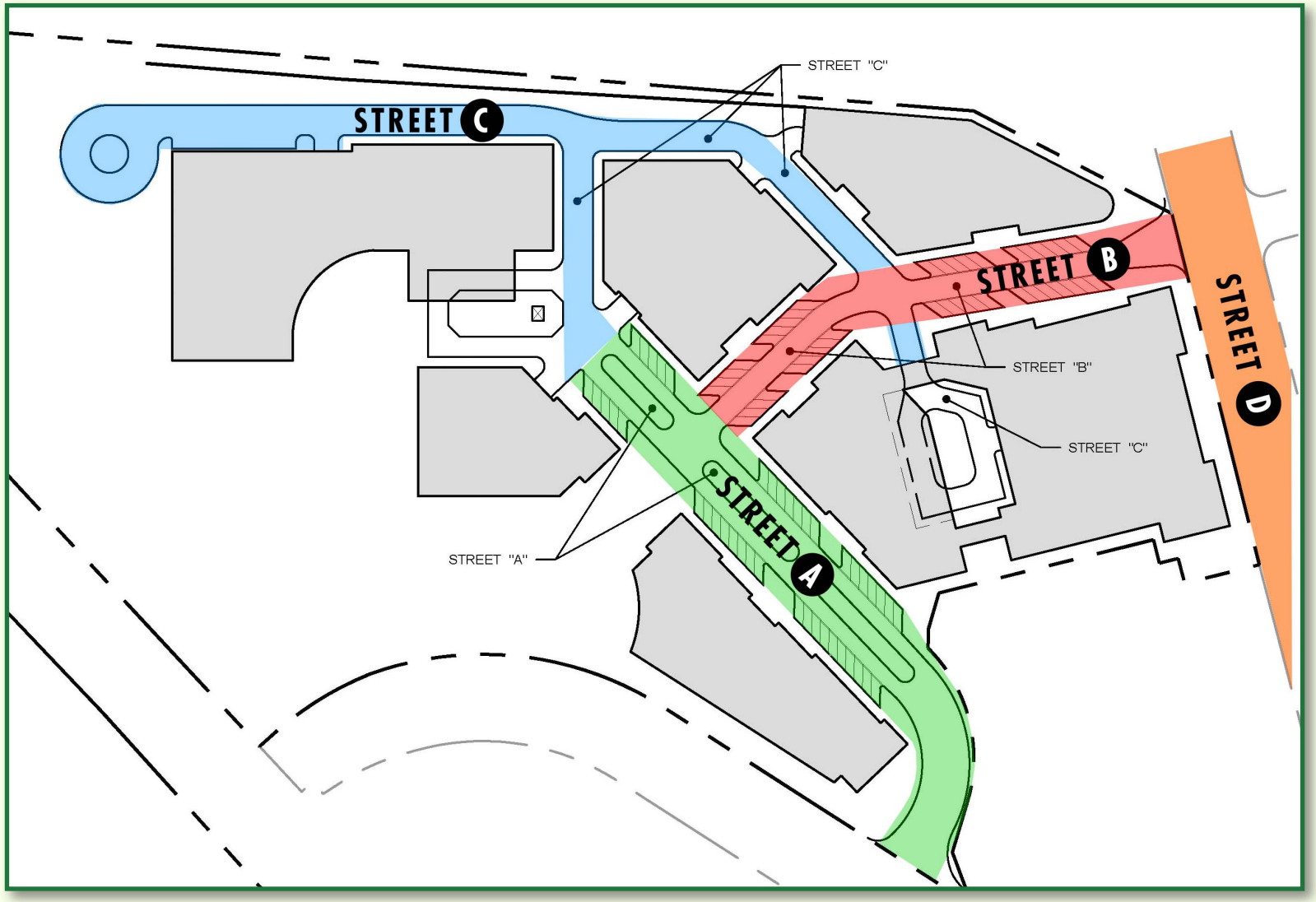
1. This plan is an illustrative depiction intended to demonstrate the conceptual layout and character of the proposed development. The configuration of plan elements including parcel sizes, street layout, access points, parking design, open space network and the specific location of buildings may range 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.
2. 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.
3. The purpose of the specific plan is to allow the mixed use development with the densities and FAR indicated within the SP.
4. The required fire flow shall be determined by the Metro/Nashville fire marshal's office prior to the issuance of a building permit.
5. Build-to lines and building setback lines are shown on the preliminary development plan.
6. Approval of any specific plan does not exempt any parcel shown on the plan or any development within the SP from compliance with all provisions of the Metro Zoning Code with respect to floodplain, steep slopes, unstable soils, sinkholes, rock outcroppings, streams, springs and critical lots.
7. Any excavation, fill or disturbance of the existing ground must be done in accordance with stormwater management ordinance 78-840 and approved by the Metro Department of Water Services.
8. This drawing is for illustrative purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.
9. Metro Water Services shall be provided sufficient and unencumbered ingress and egress at all times in order to maintain, repair, replace and inspect any stormwater facilities within the property.
10. Individual water and sewer service lines are required for each parcel.
11. The developer of this project shall comply with the requirements of the adopted tree ordinance 2008-328 (Metro Code Chapter 17.24)
12. The owner intends to begin development of this project by fall of 2011. It may take five (5) years to complete this project.
13. A subdivision plat will be submitted with the Final SP drawings.
14. No surface parking, with the exception of on-street parking, shall be permitted within a build-to zone or between any roadway and building, except for temporary surface parking. Temporary surface parking shall not be located within 50 feet of Charlotte Avenue or 28th Avenue. Any temporary parking with more than ten spaces must meet the "parking area screening and landscaping" requirements specified in the Metro Zoning Code.
15. According to FEMA's current flood maps (47037CO214F, dated April 20, 2001), as well as Metro's GIS information, there is no 100-year floodplain within the SP boundary.
16. According to the NRCS Soils Map, the soil on the property is MsD (Mimosa - urban land complex). This soil is not a "problem soil" as noted in section 17.28.050 of the Metro Zoning Code.
17. There are no slopes on this SP with slopes greater than 15%.
18. All of the proposed internal private drives and sidewalks adjacent to the proposed buildings will be within a "public utility, drainage and access easement" to allow vehicular and pedestrian access as well as public utility services to all of the buildings and the public spaces within the development.
19. No garage access shall be permitted along Charlotte Avenue or 28th Avenue and shall be provided from internal drives only.
20. There are no existing wetlands within the SP boundary.
21. Signage shall meet the standards of the MUG zoning district. Detailed signage standards and guidelines will be included in the Final SP submittal.
22. All development with the boundaries of this plan meets the requirements of the Americans with Disabilities Act and the Fair Housing Act.
23. Temporary improvements shall be permitted within the zone outlined in this SP. These improvements shall include temporary driveways, hardscape, parking, utilities, structures and landscaping. All proposed improvements shall be subject to the approval of Metro Government at the time a Final SP is submitted.
24. For the temporary parking use of existing building pad, no screening along Charlotte Avenue is required, however, temporary landscaping shall be installed to fulfill the intent of section 17.24.130-170 of the Metro Zoning Code.
25. PERMITTED USES: Uses permitted in this development include all of the uses allowed in the MUG zoning classification with the exception of: Boarding house, Consignment sale, Garage sale, Historic bed and breakfast, homestay, Daycare home, Monastery or convent, Orphanage, Religious institution, Fraternity/sorority house, Cash advance, Automobile convenience, Automobile service, Donation center drop-off, Funeral home, Home improvement sales, Pawnshop, Radio/TV/satellite tower, Warehouse, Boatdock (commercial), Water taxi-station, Power/gas substation, Country Club, Driving range, Fairground, Golf course, Cemetery. (Residential Uses permitted, shall be limited to a maximum of 300 total units).

PHASING STRATEGY



Note: The Development Phasing Strategy boundaries and sequence of construction to final build-out shown on this plan is preliminary and subject to revisions based on market conditions and future final SP submittals.

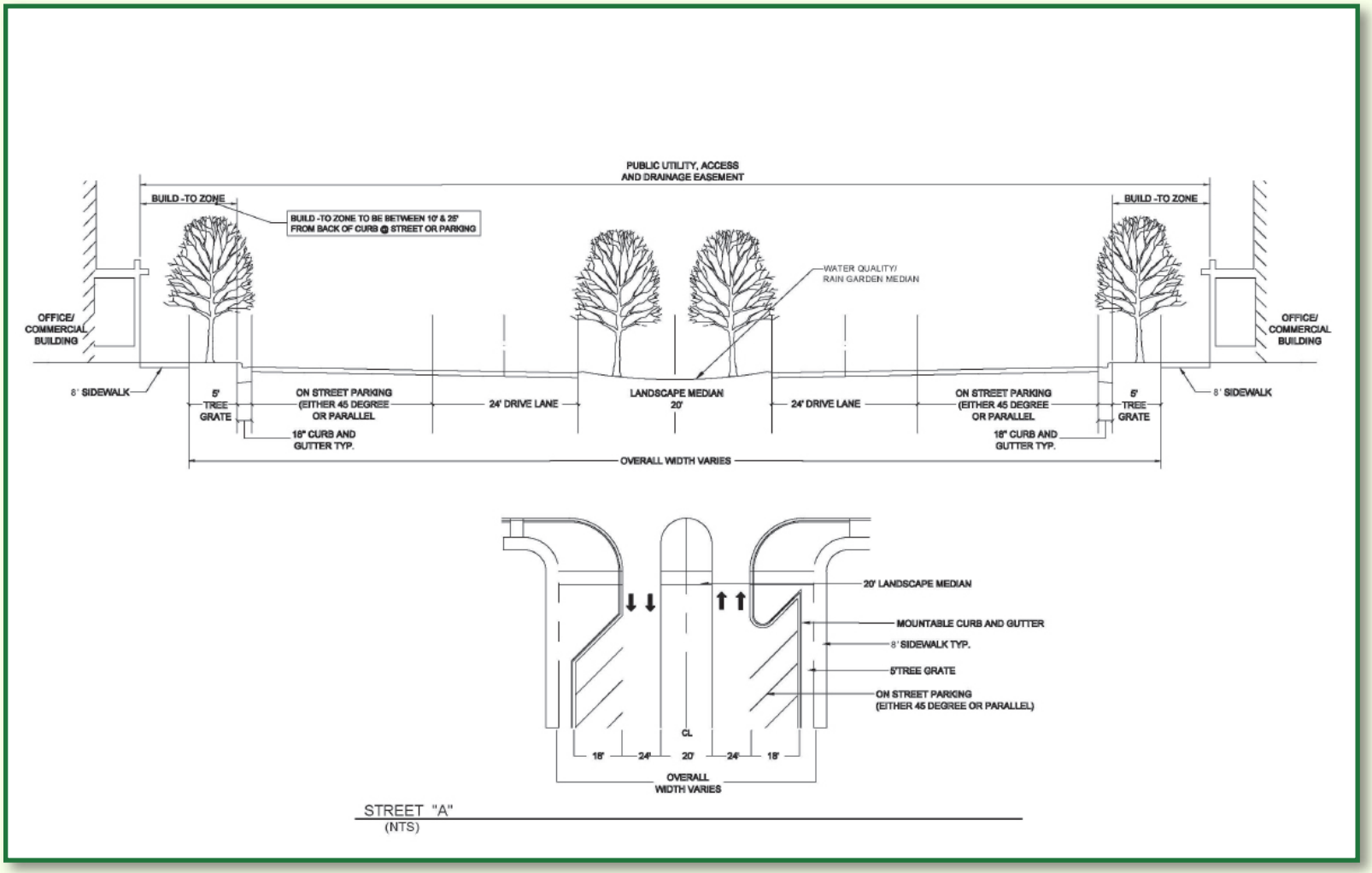
SITE CIRCULATION



Note: See details on next page for typical street sections.

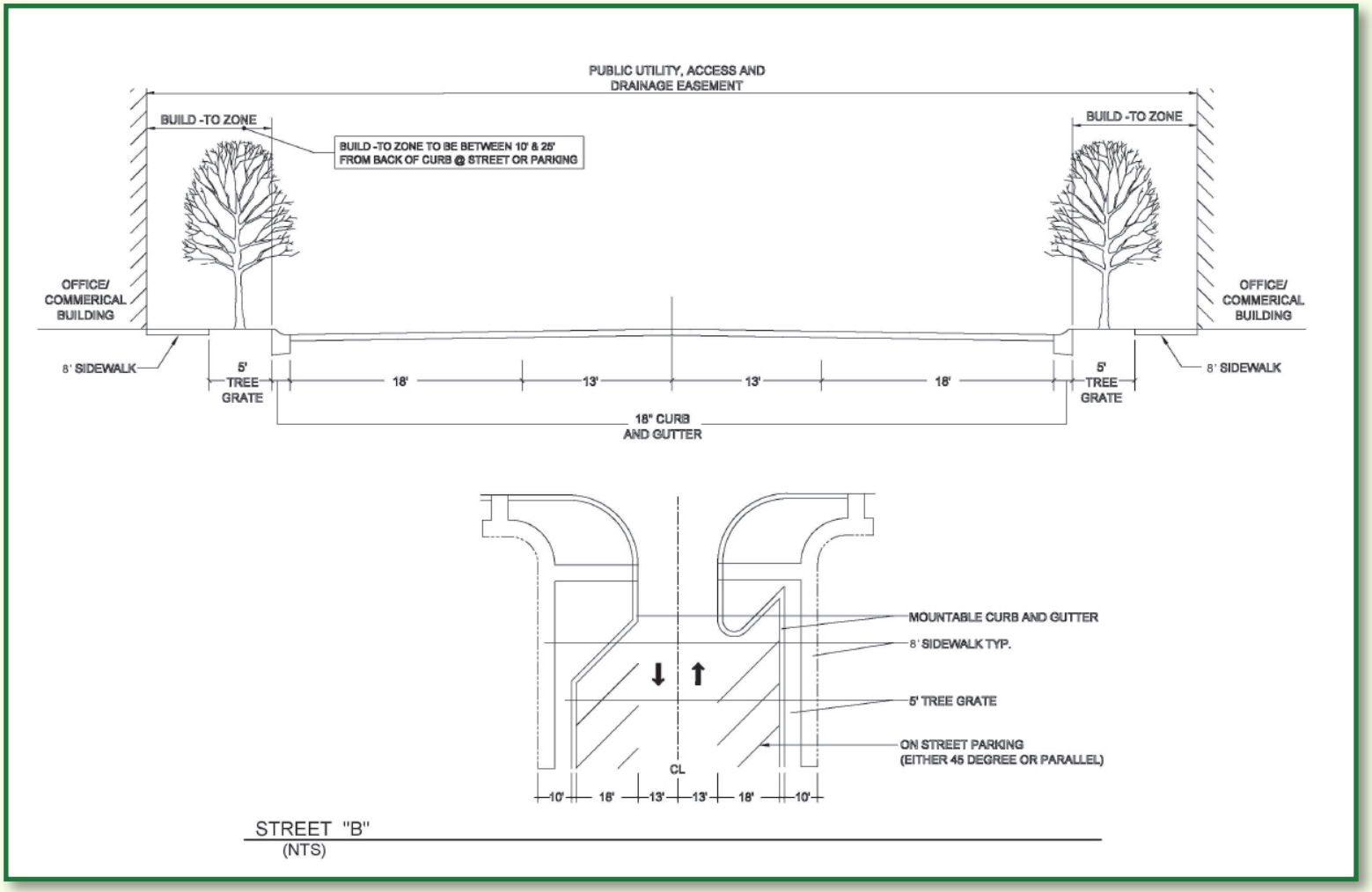
Site Circulation Map

STREET SECTIONS



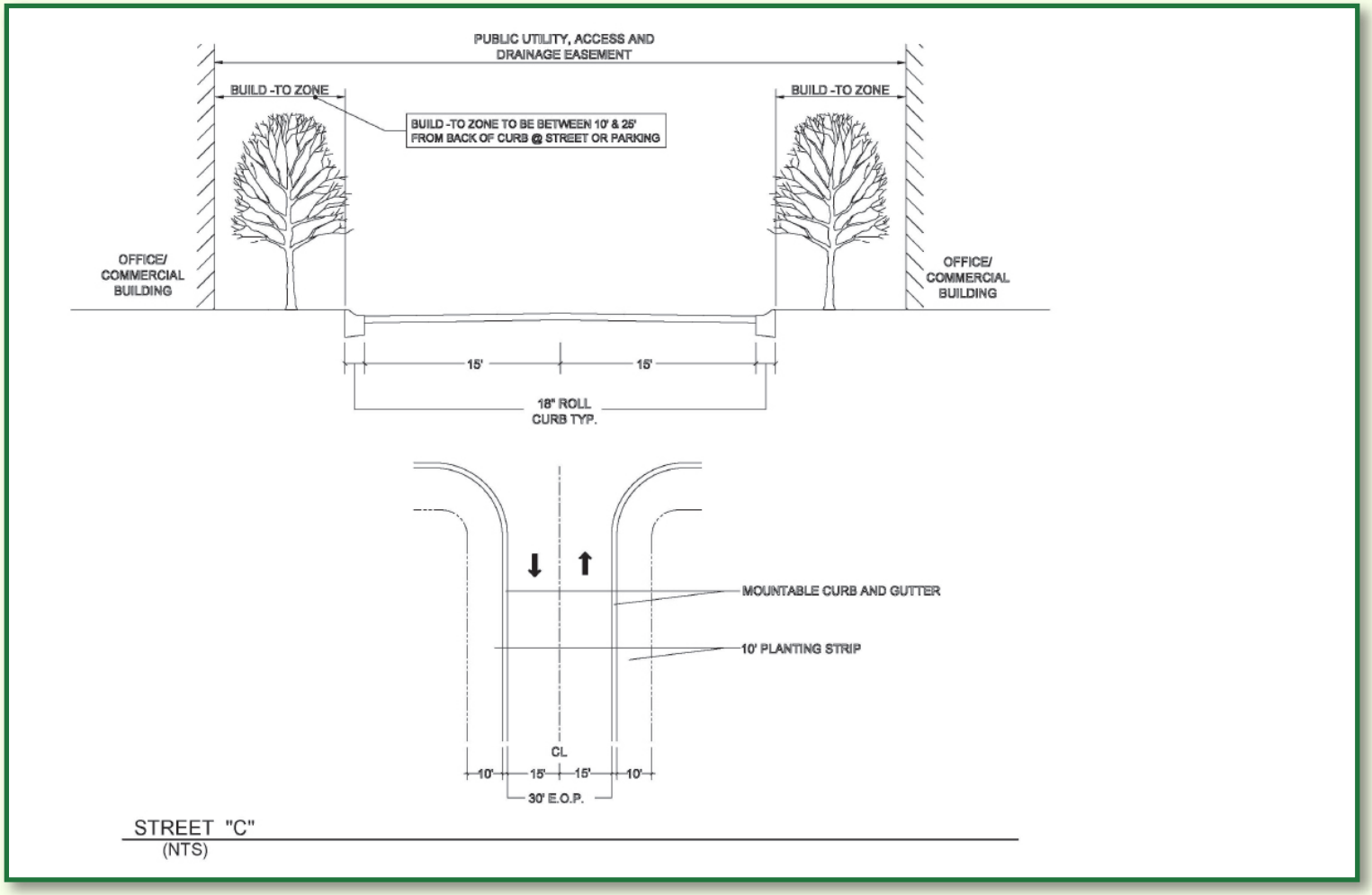
STREET A

STREET SECTIONS



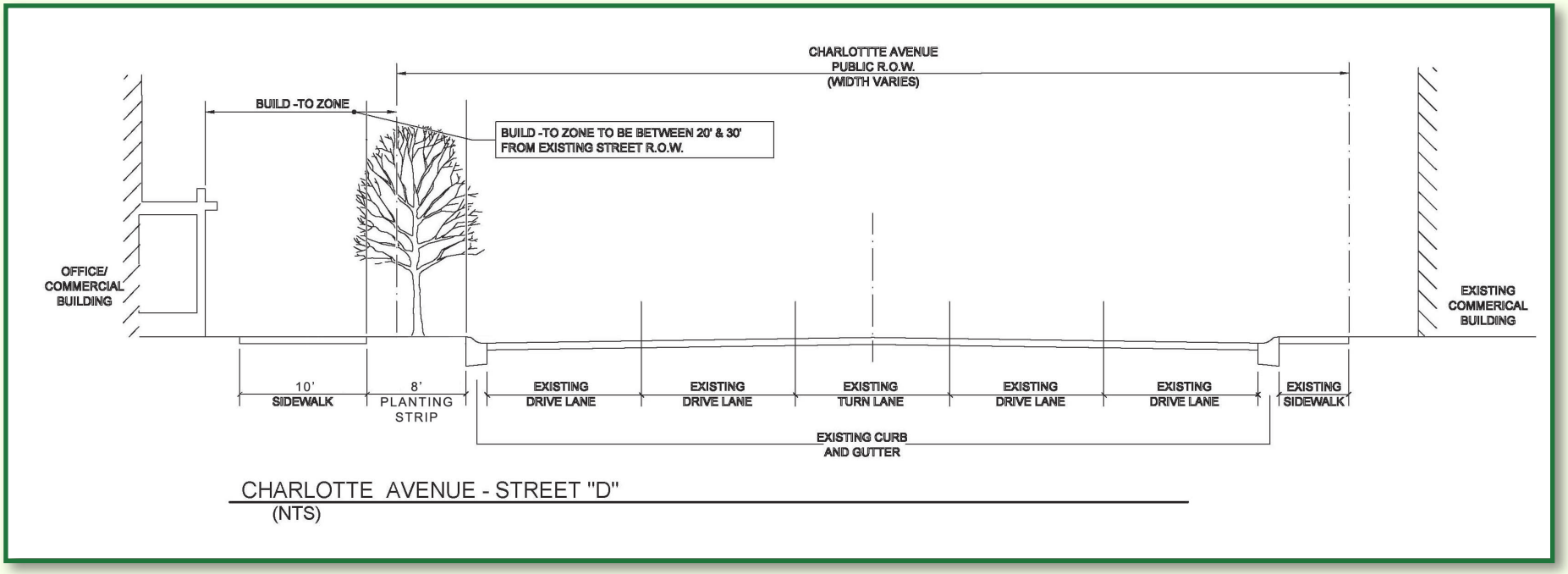
STREET B

STREET SECTIONS



STREET C

STREET SECTIONS



STREET D

Note: The frontage along Charlotte Avenue between the building face and existing street R.O.W. shall be designed to include pedestrian walkways, sitting areas and landscape areas.

TRAFFIC CONDITIONS

This SP Plan will comply with the following Traffic Conditions approved as a part of Amendment #1 to Metro Council ORDINANCE NO. BL2011-891.

1. PHASE 1 TRAFFIC CONDITIONS:

a. Road A (Site Access 1) from the 28th Avenue Connector project limits to Road B shall be designed to include two travel lanes in each direction in order to accommodate the traffic that will be generated by the proposed development.

b. The eastbound approach of Road A at the intersection of the 28th Avenue Connector will be designed to include three eastbound approach lanes and shall be striped to include at a minimum one left turn lane and one right turn lane with approximately 200 feet of storage and tapers per AASHTO/MUTCD standards. The design and construction of this approach shall be coordinated with the 28th Avenue Connector project.

c. At the intersection of Road A, the northbound approach of the 28th Avenue Connector shall be modified to include a left turn lane with approximately 225 feet of storage and tapers per AASHTO/MUTCD standards. The design and construction of this approach shall be coordinated with the 28th Avenue Connector project.

d. Road B (Site Access 2) shall be designed at a minimum as a two-lane roadway with one travel lane in each direction.

e. The northbound approach of Road B shall align with 31st Avenue at the intersection of Charlotte Avenue and shall be designed to include one left turn lane with approximately 100 feet of storage, one through lane, and one right turn lane with approximately 170 feet of storage and tapers per AASHTO/MUTCD standards.

f. The existing two-way left-turn lane on Charlotte Avenue should be restriped at the intersection of Road B to provide a dedicated westbound left turn lane with approximately 150 feet of storage and 75 feet of open taper.

g. The traffic signal at the intersection of Charlotte Avenue and Road B/31st Avenue shall be modified to accommodate the new approach of Road B. At a minimum the modification will include protected/permissive left turn signal phasing for all approaches, and a right turn overlap for the northbound approach during the protected westbound left turn phase. Crosswalks with pedestrian signal heads and pushbuttons shall be provided across all legs of the intersection.

h. The internal intersection of Road B and Road C shall be controlled by stop signs on the Road C approaches. Left turn lanes with at least 60 feet of storage and tapers per AASHTO/MUTCD standards shall be provided on the northbound and southbound approaches of Road B. The eastbound and westbound approaches of Road C should be designed to have a separate left turn and a shared through right turn lane. These left turn lanes should have at least 60 feet of storage and tapers per AASHTO/MUTCD standards.

i. To minimize conflicts for traffic entering the site on Road B from Charlotte Avenue, remove all southbound angled parking on Road B for a minimum distance of 150ft from the intersection of Road B and Charlotte Avenue.

j. The intersection of Charlotte Avenue at 28th Avenue is being redesigned, as part of the 28th Avenue Connector project currently being undertaken by Metro. The redesign of the existing traffic signal shall be coordinated with the 28th Avenue Connector project to minimize any required reconstruction associated with any anticipated future improvements required at this intersection.

TRAFFIC CONDITIONS

Traffic Conditions continued....

k. As described in the traffic impact study, "it is anticipated that the proposed development will be a major attractor for commuters with several thousand new jobs and daily visitors to the proposed medical offices and retail/restaurant space". Because of this consideration should be given to adding a bus stop for the #10 Charlotte Route within the project site. With the submittal of Final SP plans, the site shall be evaluated to determine where facilities could be provided to accommodate future transit/bus service.

l. A cross access easement shall be provided to the adjacent property to the west. The utilization of this easement will be determined by Metro at the time a redevelopment plan is submitted for the adjacent property to the west.

2. PHASE 2/FULL BUILD-OUT:

a. Focused traffic impact studies shall be required with the submittal of each Phase 2/Full Build-out final SP plan or as determined by the Metro Traffic Engineer. These studies will determine at what point each of the Phase 2 improvements (listed below) are to be constructed and whether additional mitigations are required. The expected improvements include the following:

1. A northbound right turn lane on the 28th Avenue Connector at the intersection of Charlotte Avenue with approximately 225 feet of storage and tapers per AASHTO/MUTCD standards.

2. An eastbound right turn lane on Charlotte Avenue at the intersection of the 28th Avenue Connector with approximately 300 feet of storage and tapers per AASHTO/MUTCD standards.

3. A westbound right turn lane on Charlotte Avenue at the intersection of the 28th Avenue Connector with approximately 200 feet of storage and tapers per AASHTO/MUTCD standards.

4. A modification of the northbound lanes on the 28th Avenue Connector at Charlotte Avenue to provide two left turn lanes, a single through lane, and a right turn lane with appropriate signage as required.

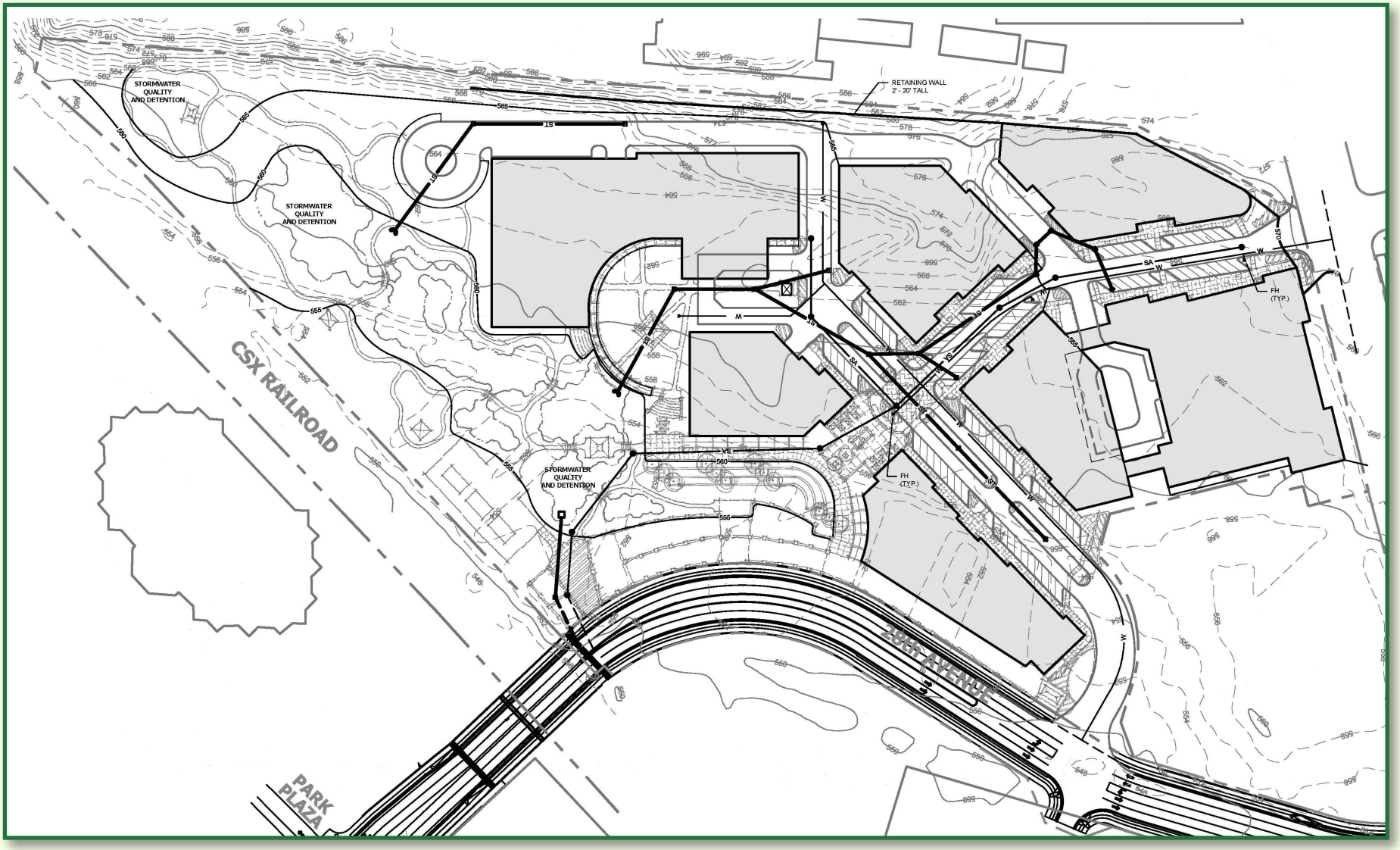
5. A modification to the lanes on the north approach of 28th Avenue at Charlotte Avenue to provide a southbound left turn lane, a southbound through lane, a southbound shared through/right turn lane, and a northbound through lane. The southbound left turn lane will have a minimum storage length of 160 feet and tapers per AASHTO/MUTCD standards. The southbound through/right turn lane on 28th Avenue will extend for a distance of at least 330 feet north of the Charlotte Avenue intersection.

6. Modification to the traffic signal at the intersection of Charlotte Avenue and 28th Avenue to provide protected-only left turn phasing for the recommended dual left turn lanes on the northbound approach of 28th Avenue. Right turn overlap phasing will be provided for the northbound, eastbound, and westbound approaches.

7. An eastbound right turn lane on Charlotte Avenue At the intersection of Road B/31st Avenue with approximately 150 feet of storage and tapers per AASHTO/MUTCD standards.

3. Approved traffic conditions may be modified based on subsequent review and approval of a new Traffic Impact Study by Metro Traffic Engineer and the Planning Commission."

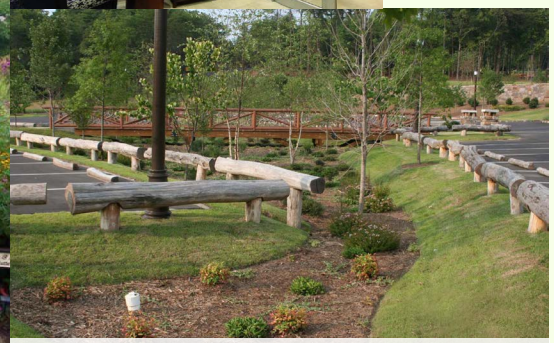
SITE INFRASTRUCTURE



SUSTAINABILITY

building design

green roofs



water quality

ONE**C1TY** will be guided by sustainable principles. Site design, infrastructure, transportation and building design will be planned and constructed with the goal of achieving LEED Neighborhood Development certification. Interactions between companies, health care providers, patients, and visitors will accelerate economic growth and advance longevity and quality of life for individuals seeking sustainable living.

alternative transportation

PUBLIC REALM

What if we could effect our physical environment and improve the way we come together as a community? What if we opened our proverbial arms to the adjacent neighborhoods and created and series of outdoor rooms built around the idea that sometimes chance meetings can spark a lifelong endeavor? What if we imagined something completely new and inspired by the aspirations of the next generation?

Sidewalks, streets, parks, plazas, terraces, courtyards and rooftop decks: the public realm is a carefully, interwoven network of shared encounters. Each of these components provide opportunities for a diverse community to come together and experience ONE**C1TY**. The design of each space and place informs our sense of place and influences our quality of life. Our open spaces provide a balance between private property and public access. Each of the unique districts afford the community open space to commune, celebrate and recharge. Well-designed parks and open space will foster a greater community and a shared outreach for a collective health. Attention to details such as lighting and safety, shade and comfort, wayfinding and public art increases 'dwell time' and frequency of visits.

The buildings among the open spaces affect the quality of the public realm. Building heights, massing , facade composition, proportions and relationships to the streets and open space are carefully considered. Passive strategies, minimal energy use and occupant comfort all inform our design decisions.

The context of the mixed-use network provides a rich tapestry of public spaces: terraced lawns for community gatherings and performances, meandering paths through quiet natural areas, outdoor dining terraces for festivals, terraced gardens rich with color and texture, an eclectic shopping district, courtyards for mindful reflection and collaborations, and rooftop decks for corporate events.

Our public realm will be **intentional, flexible and above all comfortable**.

STREETSCAPE

What if we designed a pedestrian experience to set a new standard in Nashville? What if our sidewalks were a network of experiences designed to make people feel comfortable and safe? What if we encouraged people to stay a while, pull up a chair and connect with people?

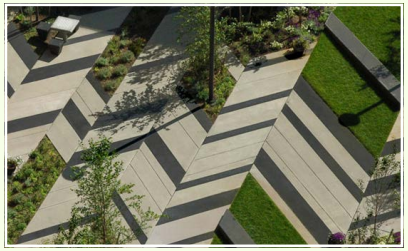
The shared encounters on our streets and open spaces are the very thing that will bring people back to this place. Think of the last place you visited that made you feel as you envision yourself. Was there an attitude about the environment you connected with? Did it feel authentic or contrived? Each design decision made related to the streetscape experience at ONE**C1TY** will be driven by the idea that if we feel comfortable and safe in an environment that reflects our aspirations, then we will make it a habit to return and stay a while.

Simple, scored hardscape with generous planting beds and a series of comfortable, shaded outdoor rooms is the foundation for a successful streetscape. Visual access to street level tenants and easy cross-shopping are critical to success. Sufficient on-street and teaser parking spaces provide convience and a buffer for pedestrian safety. Quality pedestrian and vehicular lighting should provide both safety and ambiance. Street trees and 'hip-height' landscape provide a soft, garden experience that engages the spirit.

Outdoor rooms are designed for a variety of gatherings and provide a respit from the sun. Often anchored with landscape and framed with a more detailed hardscape, the furniture groupings will be modern, comfortable and create a sense of place.

Signage and wayfinding is essential to a successful streetscape and will be designed to make the pedestrian experience one of discovery, not exploration.

Our streetscape experience will be **comfortable, smart, lush, sophisticated and inviting.**



ARCHITECTURAL CHARACTER

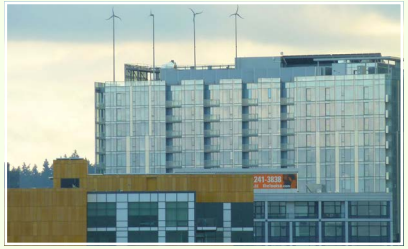
What if we created a place with the best thinking and practices in architecture with the goal to inspire a new generation focused on **quality of life and environment**? What if the design promoted **healthy workplaces**, healthy eating and mindful experiences? What if we allowed technology and the entrepreneurial spirit to inspire our choices in the creation of this environment?

Building design will impact ONE**C1TY** on different levels. From I-440, the the architecture will signal a rebirth and a thoughful approach to passive, sustainable strategies focused on **occupant comfort**. From Charlotte Ave, the architecture will reflect **an extension of our city's fabric** delivering street level goods and services. From the new 28th Avenue Connector, the architecture will signal a new paradigm in mixed-use development and serve as a **gateway to the public.**

Height and length of buildings along each street will be designed with the pedestrian and tenants in mind. A rich, comfortable and safe streetscape environment must be met with buildings of proper scale, proportion and access to encourage walkability and increased 'dwell time'. Each building facade is part of a complex network of relationships built around the user experience. **Solar access** is maintained for key building facades, atria and rooftop terraces by managing height, size and placement of each building within the urban fabric. Buildings will range in height and size, but will always adjust in ways that address the streetcape experience, street scale, proximity and the comfort of the users.

Vehicular access, direct and sufficient parking is provided in structured and underground decks to limit influence on the pedestrian environment and provide direct access to both street level shops and suite level occupants. Alternate modes of transport are highly encouraged in this primarily **pedestrian environment**.

The design of our buildings will be **beautiful, functional, sustainable, modern and inspiring.**



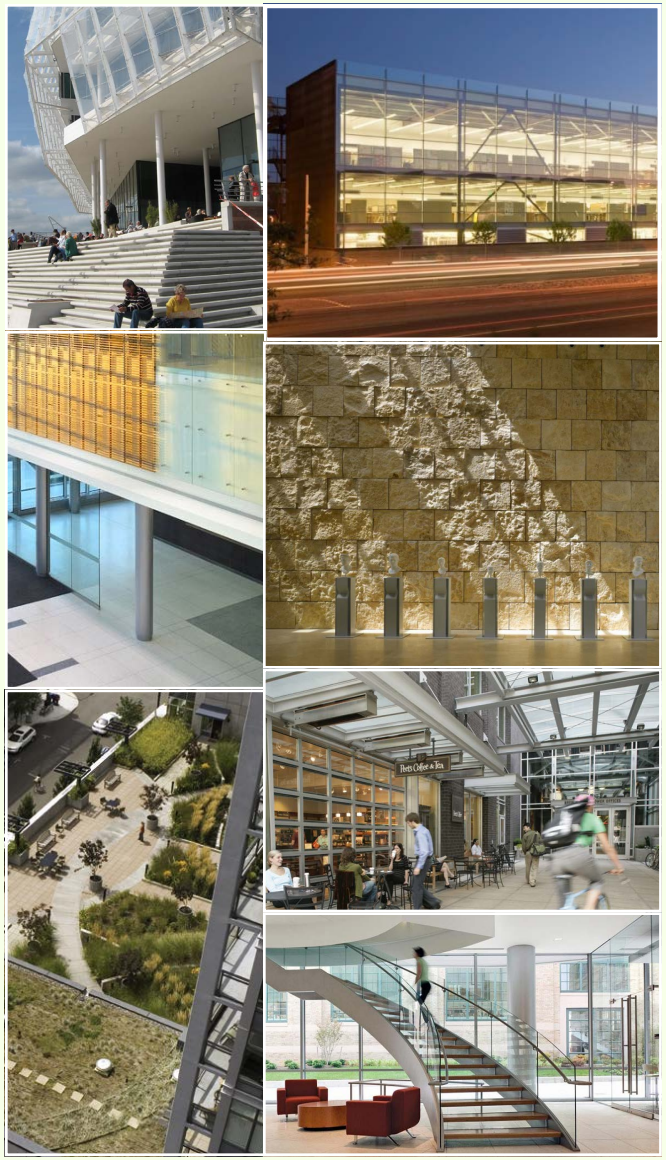
MATERIAL PALETTE

What if we considered the environment when we selected our building materials? What if we sought out local suppliers and innovative systems that took advantage of our climate and resources? What if we thought about long-term performance and carbon footprint before we decided what materials felt right?

The built environment at ONE**C1TY** will be eclectic. As an extension of an existing urban fabric, we endeavor to create a series of experiences and buildings that have a distinct voice. Local suppliers, materials and leading edge building technologies will be deployed at the pedestrian scale; meaning both building design and the material palette will create a series of diverse pedestrian experiences that are at once functional, beautiful and relevant to the place.

Durability of building materials is critical, as is beauty. In a protected setting, the use of natural materials such as wood and stone are highly encouraged. At the street level, glass is the primary component of a successful pedestrian environment. From a distance, the buildings will reflect an attitude of design, style and sustainability. Solar access and building adjacencies will dictate building skin configurations and materiality.

Our material palette will be **innovative, high-touch, low-maintenance and inspired by nature**.



"We believe that this is the right time to begin this process. The economy is showing signs of life. Nashville is at the front edge of the economic recovery and plans for the 28th Avenue Connector make this the perfect location for a new development in Nashville's urban core."

-Ryan C. Doyle, Vice-President
Health Care REIT, Inc.