

**930 McFerrin Specific Plan
Case No. 2022SP-030-001**

**Preliminary Specific Plan Application
Rev 2: JUNE 10, 2022**

Alfred Benesch & Company



Table of Contents

- 2 Project Information**
- 3 Existing Conditions**
- 4 Site Plan**
- 5 Grading, Drainage & Utility Plan**

Project Information

SP Name: 930 McFerrin

Case No: 2022SP-030-001

Council District: 05

Council Member: Sean Parker

Parcel Owner Address: 2206 21st Ave. S 200 Nashville, TN 37212

Owner of Record: Core Holdings, LLC

Existing Zoning: RS5 OV-NHC

Proposed Fall Back Zoning: RM9-A

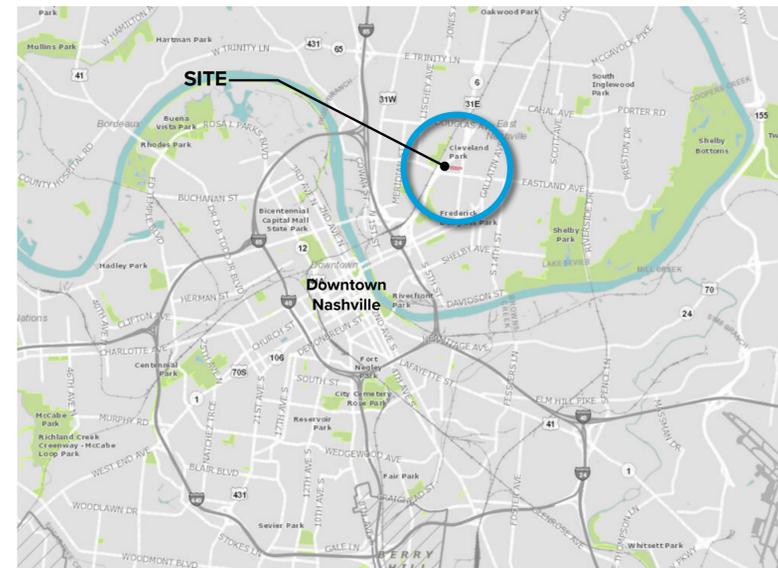
Developer: TBD

Civil Engineer: Alfred Benesch & Company
401 Church St. Ste 1600
Nashville, TN 37219
April Andersen, PLA
aandersen@benesch.com
615-370-6079

Note:
According to the FEMA FIRM MAP #47037C0242H, dated April 5, 2017, the project site is considered Zone X and is located outside the 500 year floodplain.

Project Purpose

The purpose of this Specific Plan (SP) is to receive approval for the development of live/work, residential and commercial space. The residential space includes; 12 detached multi-family units, 4 live/work units and 1 residential unit above the main commercial building. The 1,552 sq ft commercial building and residential units are presented within the following plan documents.



Overall Vicinity



Site Location

General Plan Consistency

- Located in East Nashville, within the T4-NM (T4 Urban Neighborhood Maintenance) Policy Area.
- T4-NM areas are intended to mimic surrounding suburban residential patterns while providing moderate-density residential neighborhoods that provide connectivity and sensitivity to the environment with creative building and site development techniques.
- Contains approximately 2.47 acres +/- of land area.
- Similar to Alys Beach, Seaside, Florida and Cady's Alley in Georgetown, through the use of a woonerf (a street designed to prioritize pedestrian uses while still allowing vehicular movement slowly through) the street provides a creative solution for vehicular and pedestrian connectivity through the use of thoughtful design strategies. By directing vehicular traffic through the residential portion via a one-way street, vehicular / pedestrian conflicts can be minimized. Creativity through the use of paving patterns will designate pedestrian and vehicular uses, as well.
- This development proposes a non-traditional street section that utilizes pavers, flush curbs and landscaping to slow vehicular movement and create a more pedestrian friendly experience.
- Because this area has a policy description of "Transition", the T4-NM character suggests a broader mix of housing types that are not typical of the area may be appropriate. This site combines detached and attached housing products.
- While T4-NM does not directly support a mixed-use zone designation, this Specific Plan proposes a retail/ commercial building fronting McFerrin much like the OR, MUN and MUL parcels surrounding the site. The intent is to activate the street and provide a multitude of activity along the pedestrian-friendly corridor.

Existing Conditions

EXISTING CONDITIONS NOTES:

1. ALFRED BENEŠCH & COMPANY ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY INFORMATION AS PROVIDED. CONTRACTOR IS TO VERIFY ALL SURVEY INFORMATION AS NECESSARY AND TO ADVISE THE DESIGNER OF DISCREPANCIES PRIOR TO ANY LAYOUT WORK.

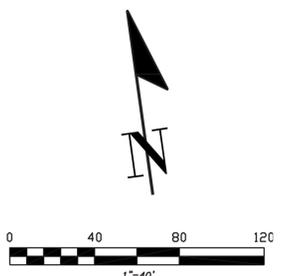
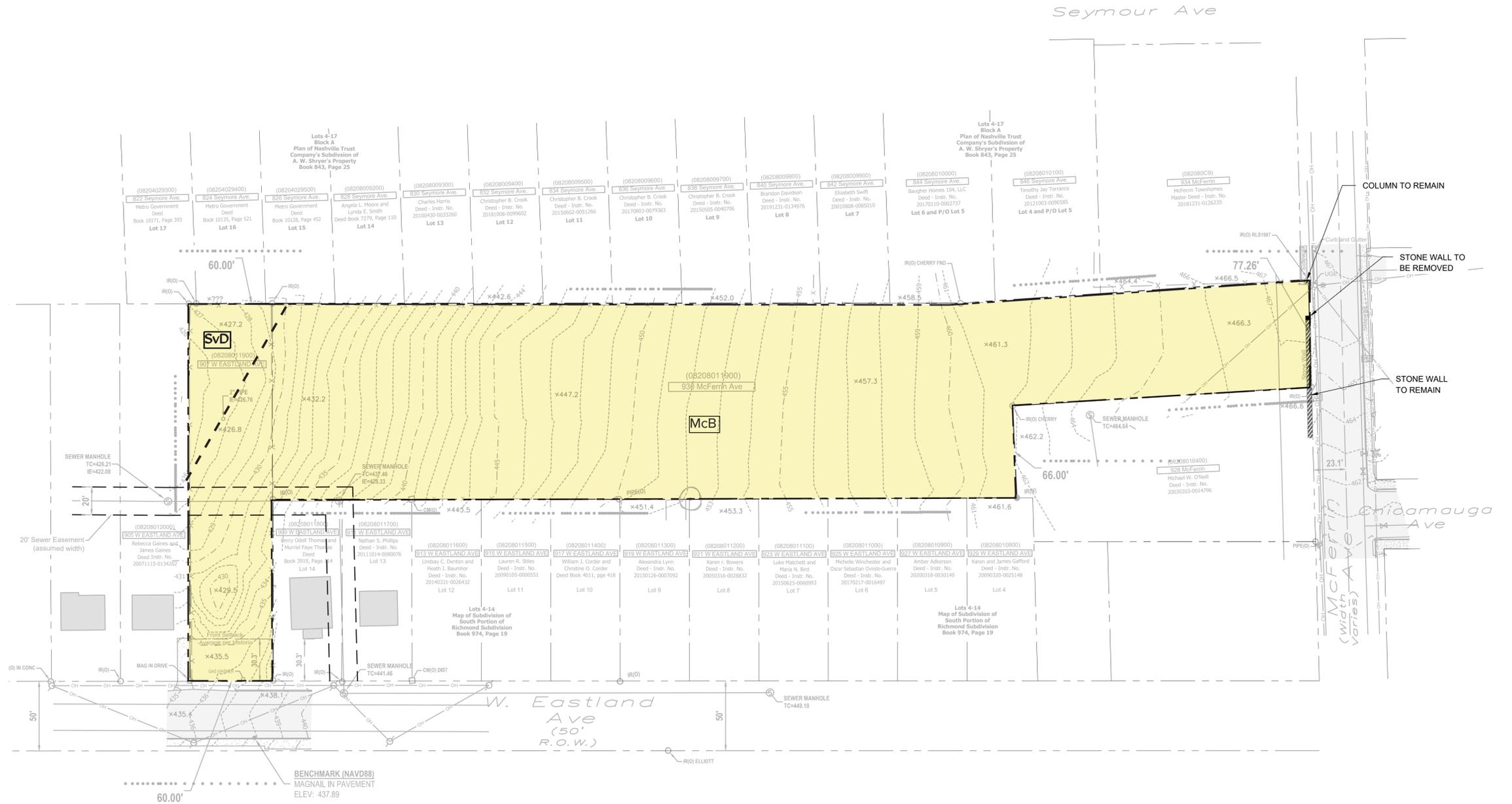
2. BASE SURVEY INFORMATION PROVIDED BY:

CLINT ELLIOTT SURVEY
1711 HAYES STREET
NASHVILLE, TN 37203
clintelliottsvey.com
P: 615-490-3236

3. SOILS REPORT PROVIDED AS AN ATTACHMENT AND PROVIDED BY UNITED STATES DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE (NRCS).

PLAN KEY

- SOIL UNIT SYMBOL
- SITE BOUNDARY
- APPROXIMATE SOIL BOUNDARY LINE
- STONE WALL TO BE REMOVED
- STONE WALL TO REMAIN



Site Plan

SITE SUMMARY
 ADDRESS: 930 MCFERRIN AVENUE, NASHVILLE, TN 37206
 907 W. EASTLAND AVENUE, NASHVILLE, TN 37206
 PARCEL(S): 08208010300
 08208011900
 FALLBACK ZONE: RM9-A
 PROPOSED LOT SIZE = 2.47 AC (107,759.89 SF)
 MIN LOT AREA: N/A
 SETBACKS:
 STREET (MCFERRIN): PER HISTORIC DISTRICT
 STREET (W. EASTLAND): PER HISTORIC DISTRICT
 SIDE: 5 FT
 REAR: 5 FT
 ACCESSORY BUILDING: 5 FT
 LAND USE: MULTI-FAMILY RESIDENTIAL
 LIVE/WORK (SEE DEFINITION THIS SHEET)
 COMMERCIAL
 PERMITTED COMMERCIAL USES: ALL PERMITTED & PERMITTED WITH CONDITIONS USES
 WITHIN MUN-A ZONING DISTRICT

DENSITY: 6.88 UNITS/ACRE
 RESIDENTIAL UNITS: 12
 DETACHED: 4
 LIVE/WORK UNITS: 1
 COMMERCIAL FLAT: 1
 TOTAL: 17
 TOTAL COMMERCIAL UNITS: 1
 COMMERCIAL SQ FT: 1,552 SQ FT
 MAX HEIGHT:
 BUILDINGS 1-11: MAX. 30 FT (MAX. 2 STORIES)
 BUILDING 12: MAX. 24 FT (MAX. 1.5 STORIES)
 LIVE/WORK: MAX. 30 FT (MAX. 2 STORIES)
 COMMERCIAL: MAX. 24 FT (MAX. 1.5 STORIES)
 MAX FAR: 0.60
 PROPOSED FAR: 0.25
 MAX ISR: 0.70
 PROPOSED ISR: 0.63

PARKING SUMMARY
 (PER UZO REQUIREMENTS)
 1. MULTI-FAMILY RESIDENTIAL: 1 SPACE PER UNIT (1 BR); 1.5 PER UNIT (2 BR+) REQUIRED: 18 TOTAL SPACES (12 X 1.5 = 18)
 2. COMMERCIAL: COMMERCIAL USE: PER ZONING CODE MULTI-FAMILY USE: 1 SPACE PER UNIT (1 BR); 1.5 PER UNIT (2 BR+) REQUIRED: 2 TOTAL SPACES (1 X 1.5 = 2)
 3. LIVE/WORK: COMMERCIAL USE (RETAIL, OFFICE, PERSONAL CARE): 1 SPACE PER 500 SF FOR FLOORSPACE (FIRST 2,000 SF EXEMPT) MULTI-FAMILY USE: 1 SPACE PER UNIT (1 BR); 1.5 PER UNIT (2 BR+) REQUIRED: 6 TOTAL SPACES (4 X 1.5 = 6)
 TOTAL PROVIDED: 24 GARAGE SPACES
 21 SURFACE PARKING SPACES
 45 TOTAL SPACES

BICYCLE PARKING SUMMARY
 1 SPACE PER 4 DWELLING UNITS
 REQUIRED: 5 SPACES (184 ÷ 4 = 4.5)
 PROVIDED: 6 SPACES (3 BOLLARDS)

SP GENERAL NOTES:
 1. THE PURPOSE OF THIS SPECIFIC PLAN (SP) IS TO RECEIVE APPROVAL FOR THE DEVELOPMENT OF LIVE/WORK, RESIDENTIAL AND COMMERCIAL SPACE. THE RESIDENTIAL SPACE INCLUDES: 12 DETACHED MULTI-FAMILY UNITS, 4 LIVE/WORK UNITS AND 1 RESIDENTIAL UNIT ABOVE THE MAIN COMMERCIAL BUILDING. THE 1,552 SQ FT COMMERCIAL BUILDING AND RESIDENTIAL UNITS ARE PRESENTED WITHIN THE FOLLOWING PLAN DOCUMENTS.
 2. THE FINAL SITE PLAN/BUILDING PERMIT SITE PLAN SHALL DEPICT THE REQUIRED PUBLIC SIDEWALKS, ANY REQUIRED GRASS STRIP OR FRONTAGE ZONE AND THE LOCATION OF ALL EXISTING AND PROPOSED VERTICAL OBSTRUCTIONS WITHIN THE REQUIRED SIDEWALK AND GRASS STRIP OR FRONTAGE ZONE. PRIOR TO THE ISSUANCE OF USE AND OCCUPANCY PERMITS, EXISTING VERTICAL OBSTRUCTIONS SHALL BE RELOCATED OUTSIDE OF THE REQUIRED SIDEWALK. VERTICAL OBSTRUCTIONS ARE ONLY PERMITTED WITHIN THE REQUIRED GRASS STRIP OR FRONTAGE ZONE.
 3. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED ACCESS IN ORDER TO MAINTAIN AND REPAIR UTILITIES IN THIS SITE.
 4. ACCORDING TO THE FEMA FIRM MAP #47037C0242H, DATED APRIL 5, 2017 THE PROJECT SITE IS CONSIDERED ZONE X AND IS LOCATED OUTSIDE THE 500 YEAR FLOODPLAIN.
 5. ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT.
 6. VEGETATION STRIPS AND SIDEWALKS ARE SHOWN AS THEY ARE ANTICIPATED TO BE IMPLEMENTED ON THIS PROJECT. COORDINATION WITH METRO PLANNING, ZONING, AND METRO PUBLIC WORKS IS REQUIRED FOR VEGETATION AND SIDEWALK REQUIREMENTS.
 7. IT IS ANTICIPATED THAT INDIVIDUAL 96 GALLON CONTAINERS FOR TRASH AND RECYCLING REMOVAL SHALL BE COORDINATED WITH A PRIVATE COMPANY FOR SITE DISPOSAL. AN AGREEMENT WILL BE COORDINATED WITH PROVIDER DURING FINAL SP.
 8. ARCHITECTURAL ELEVATIONS WILL BE REQUIRED WITH SUBMITTAL OF THE FINAL SP.
 9. LANDSCAPING AND TREE DENSITY REQUIREMENTS PER METRO ZONING ORDINANCE.
 10. IF A DEVELOPMENT STANDARD, NOT INCLUDING PERMITTED USES, IS ABSENT FROM THE SP PLAN AND/OR COUNCIL APPROVAL, THE PROPERTY SHALL BE SUBJECT TO THE STANDARDS, REGULATIONS AND REQUIREMENTS OF THE RM9 ZONING DISTRICT AS OF THE DATE OF THE APPLICABLE REQUESTED OR APPLICATION.
 11. MINOR MODIFICATIONS TO THE PRELIMINARY SP PLAN MAY BE APPROVED BY THE PLANNING COMMISSION OR ITS DESIGNEE BASED UPON FINAL ARCHITECTURAL, ENGINEERING OR SITE DESIGN AND ACTUAL SITE CONDITIONS. ALL MODIFICATIONS SHALL BE CONSISTENT WITH THE PRINCIPLES AND FURTHER THE OBJECTIVES OF THE APPROVED PLAN. MODIFICATIONS SHALL NOT BE PERMITTED, EXCEPT THROUGH AN ORDINANCE APPROVED BY METRO COUNCIL, THAT INCREASE THE PERMITTED DENSITY OR FLOOR AREA, ADD USES NOT OTHERWISE PERMITTED, ELIMINATE SPECIFIC CONDITIONS OR REQUIREMENTS CONTAINED IN THE PLAN AS ADOPTED THROUGH THIS ENACTING ORDINANCE, OR ADD VEHICULAR ACCESS POINTS NOT CURRENTLY PRESENT OR APPROVED. THE REQUIREMENTS OF THE METRO FIRE MARSHAL'S OFFICE FOR EMERGENCY VEHICLE ACCESS AND ADEQUATE WATER SUPPLY FOR FIRE PROTECTION MUST BE MET PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS.
 12. A FULL LANDSCAPE PLAN WILL BE REQUIRED AT FINAL SP.
 13. IF A DEVELOPMENT STANDARD, NOT INCLUDING PERMITTED USES, IS ABSENT FROM THE SP PLAN AND/OR COUNCIL APPROVAL, THE PROPERTY SHALL BE SUBJECT TO THE STANDARDS, REGULATIONS AND REQUIREMENTS OF THE RM9-A ZONING DISTRICT AS OF THE DATE OF THE APPLICABLE REQUEST OR APPLICATION. USES ARE LIMITED AS DESCRIBED IN THE COUNCIL ORDINANCE.
 14. PARKING SHALL NOT BE PERMITTED WITHIN THE ONE-WAY DRIVE ISLE.

SURFACE LEGEND

- CONCRETE SIDEWALK
- TURF / LANDSCAPING (SEE LANDSCAPE PLANS)
- PERMEABLE PAVEMENT (PATTERN 1)
- PERMEABLE PAVEMENT (PATTERN 2)

MHZC CONDITIONS FOR APPROVAL (5/18/2022)

- THE LIVE/WORK TOWNHOUSE (COMPONENT B) BUILDING IS REVISED TO HAVE A SCALE APPROPRIATE FOR AN OUTBUILDING RELATING TO THE MCFERRIN BUILDING (COMPONENT A).
- THE FRONT SETBACK OF THE 930 MCFERRIN AVENUE BUILDING (COMPONENT A) IS INCREASED TO THE AVERAGE OF THE HISTORIC BUILDINGS AT 924 AND 926 MCFERRIN AVENUE.
- THE FRONT SETBACK OF THE BUILDING AT 907 WEST EASTLAND AVENUE (COMPONENT D) IS INCREASED TO ALIGN WITH THE HISTORIC HOUSES AT 909, 909, AND 913 WEST EASTLAND AVENUE TO THE RIGHT.
- THE OUTBUILDINGS ARE SEPARATED FROM THE PRIMARY BUILDINGS BY AT LEAST SIX FEET (6') AND HAVE A SETBACK OF AT LEAST FIVE FEET (5') FROM THE PROPERTY LINES SHARED WITH THE LOTS FACING WEST EASTLAND AVENUE.
- THE FOUNDATION HEIGHT OF THE MCFERRIN BUILDING (COMPONENT A) IS INCREASED BY ONE FOOT (1') TO TWO FEET (2').
- THE FRONT DORMER ON THE MCFERRIN BUILDING (COMPONENT A) IS NO GREATER THAN HALF (1/2) THE WIDTH OF THE FRONT FACADE OF THE BUILDING.
- THE FRONT DORMERS ON THE MCFERRIN AND WEST EASTLAND AVENUE BUILDINGS (COMPONENT A AND D) SIT BACK AT LEAST TWO FEET (2') FROM THE FIRST STORY WALLS BELOW.
- THE SIDE DORMERS ON THE WEST EASTLAND AVENUE BUILDING (COMPONENT D) SIT BACK AT LEAST TWO FEET (2') FROM THE FIRST STORY WALLS BELOW.
- THAT A WALKWAY IS ADDED FROM THE FRONT OF 907 WEST EASTLAND AVENUE (COMPONENT D) TO THE STREET IN FRONT.
- THE APPLICANT RETURNS TO THE MHZC FOR REVIEW OF MATERIALS, THE RHYTHM AND PROPORTIONS OF WINDOW AND DOORS, UTILITIES, AND OTHER DETAILS IF THE SP REZONING APPLICATION IS APPROVED.

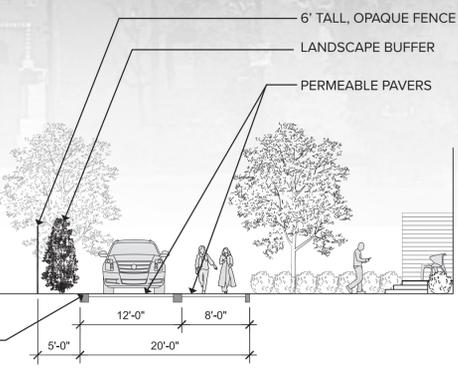
SP DESIGN STANDARD NOTES:

- BUILDING FACADES FRONTING A STREET SHALL PROVIDE A MINIMUM OF ONE PRINCIPAL ENTRANCE (DOORWAY) AND A MINIMUM OF 15% GLAZING.
- WINDOWS SHALL BE VERTICALLY ORIENTED AT A RATIO OF 1.5:1 OR GREATER, EXCEPT FOR DORMERS.
- BUILDING FACADES SHALL BE CONSTRUCTED OF BRICK, BRICK VENEER, STONE, CAST STONE, CEMENTITIOUS SIDING, GLASS, OR MATERIALS SUBSTANTIALLY SIMILAR IN FORM AND FUNCTION, UNLESS OTHERWISE APPROVED ON DETAILED BUILDING ELEVATIONS INCLUDED WITH THE PRELIMINARY SP.
- PORCHES SHALL PROVIDE A MINIMUM OF SIX FEET OF DEPTH.
- A RAISED FOUNDATION OF 18" - 36" IS REQUIRED FOR ALL RESIDENTIAL STRUCTURES.

LAND USE DEFINITIONS:
 1. LIVE / WORK
 A LIVE/WORK UNIT IS DEFINED AS A SINGLE UNIT CONSISTING OF A COMMERCIAL SPACE ON THE FIRST FLOOR AND A RESIDENTIAL COMPONENT THAT IS OCCUPIED BY THE PROPRIETOR OF THE COMMERCIAL SPACE ABOVE. THE LIVE/WORK UNIT MAY ALSO SERVE AS SOLELY RESIDENTIAL USE. COMMERCIAL USES INCLUDE RETAIL, OFFICE AND PERSONAL CARE SERVICES ONLY.



TYPICAL PRIVATE DRIVE SECTION A-A



PLAN KEY

- 1 SINGLE FAMILY DETACHED RESIDENTIAL UNIT, TYP.
- 2 GARAGE / ACCESSORY BUILDING
- 3 5' PLANTED BUFFER W/ 6' TALL OPAQUE FENCE
- 4 20' EXISTING SEWER EASEMENT
- 5 LIVE / WORK
- 6 COMMERCIAL



PFEFFER TORODE



930 McFerrin - 06/10/2022 | 4

ARCHITECTURE

Grading, Drainage & Utility Plan

NOTES:

- PROJECT IS PROPOSING TO USE AN UNDERGROUND WATER QUALITY UNIT, IN COMBINATION WITH THE PERMEABLE PAVERS, TO ACHIEVE MINIMUM WATER QUALITY REQUIREMENTS. THE USE OF A WQU IS ASSUMED DUE TO INFORMATION PROVIDED IN THE SOILS REPORT FOR THE PROJECT LOCATION. FURTHER TESTING WILL BE REQUIRED TO VERIFY THE USE OF THE PRACTICE.
- PROJECT IS LOCATED INSIDE THE SEPARATE WASHINGTON COMBINED SEWER BASIN. THIS WILL REQUIRE COORDINATION WITH METRO CSEP AND FURTHER DETAILS WILL BE DICTATED BY THE CSEP RECOMMENDATIONS.
- ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78/840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
- DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT, AS IT PERTAINS TO STORMWATER APPROVAL / COMMENTS ONLY. THE FINAL UNIT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE STORMWATER REGULATIONS AT THE TIME OF FINAL APPLICATION.
- ALL BUILDING FOUNDATIONS THAT ARE WITHIN 10 LINEAR FEET OF PERMEABLE PAVERS OR BIORETENTION PONDS SHALL BE WATERPROOFED WITH DIMPLE MEMBRANE BOARD OR APPROVED EQUIVALENT.
- ALL DRAINAGE GRATES WITHIN THE PUBLIC RIGHT OF WAY SHALL BE PER THE BIKE FRIENDLY VANE GRATE FOUND ON METRO PUBLIC WORKS WEBSITE.
- SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO ROW IS 15" RCP).

SURFACE LEGEND

- CONCRETE SIDEWALK
- TURF / LANDSCAPING (SEE LANDSCAPE PLANS)
- PERMEABLE PAVEMENT (PATTERN 1)
- PERMEABLE PAVEMENT (PATTERN 2)

