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## Nolensville Pike Multifamily/Mixed-Use

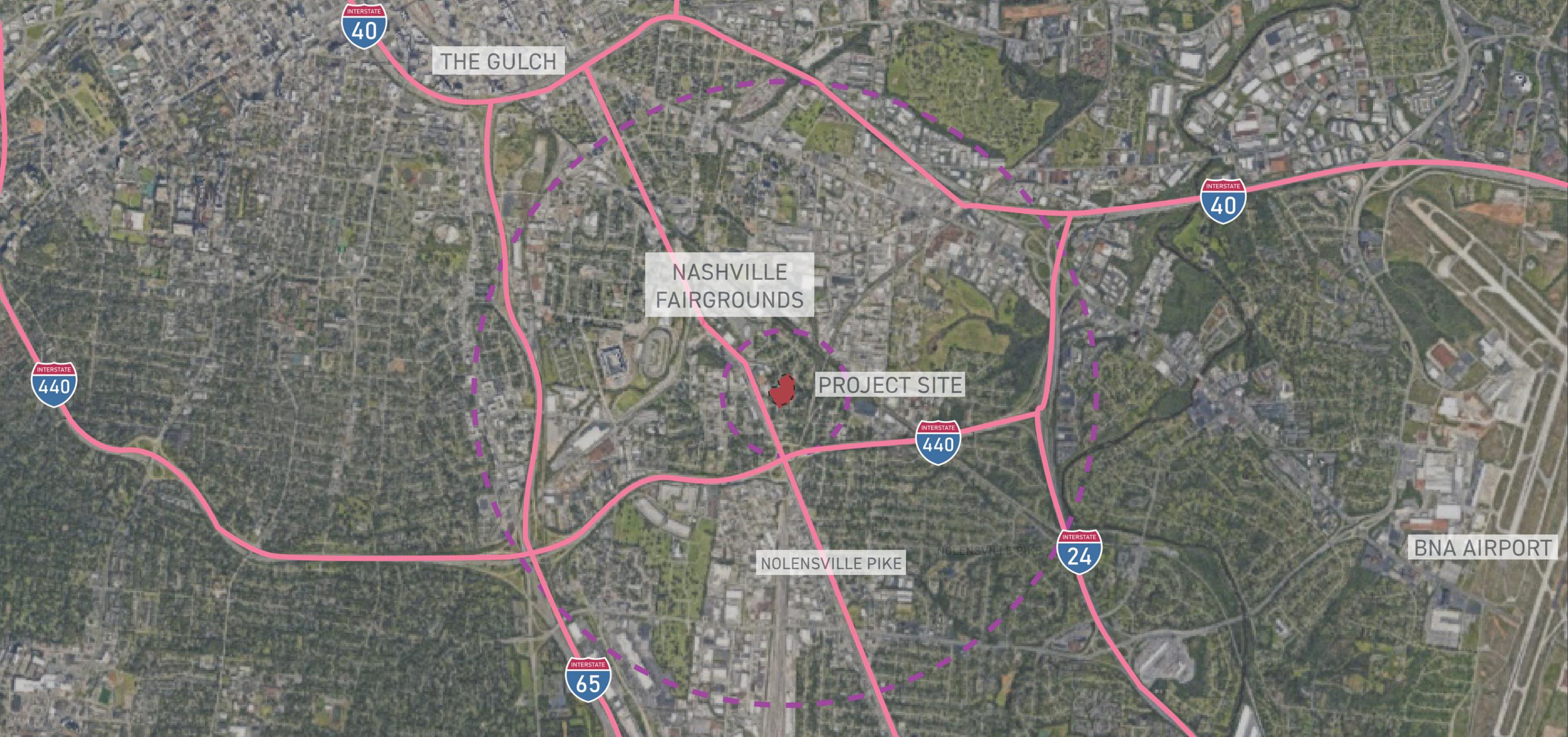
Preliminary Specific Plan

Kimley»Horn

ram  
Ram Realty Advisors

MPC #: 2023SP-043-001

Date: 06/6/2023



**Site Info:**

Site is on +/- 3.01 acres of land located at 2180 Nolensville Pike and 2182 Carson Street Nashville, Tennessee 37211

**Council District:**

District 17  
Colby Sledge

**Developer/Applicant:**

Ram Realty Advisors  
424 Church St., Suite 20000  
Nashville, Tennessee 37219  
Attn: Troy Balkema

**Traffic Engineer:**

Kimley-Horn  
10 Lea Ave. Suite 400  
Nashville, Tennessee 37210  
Attn: Kennedy Adams

**Civil Engineer:**

Kimley-Horn  
10 Lea Ave. Suite 400  
Nashville, Tennessee 37210  
Attn: Mary McGowan

**Legal Counsel:**

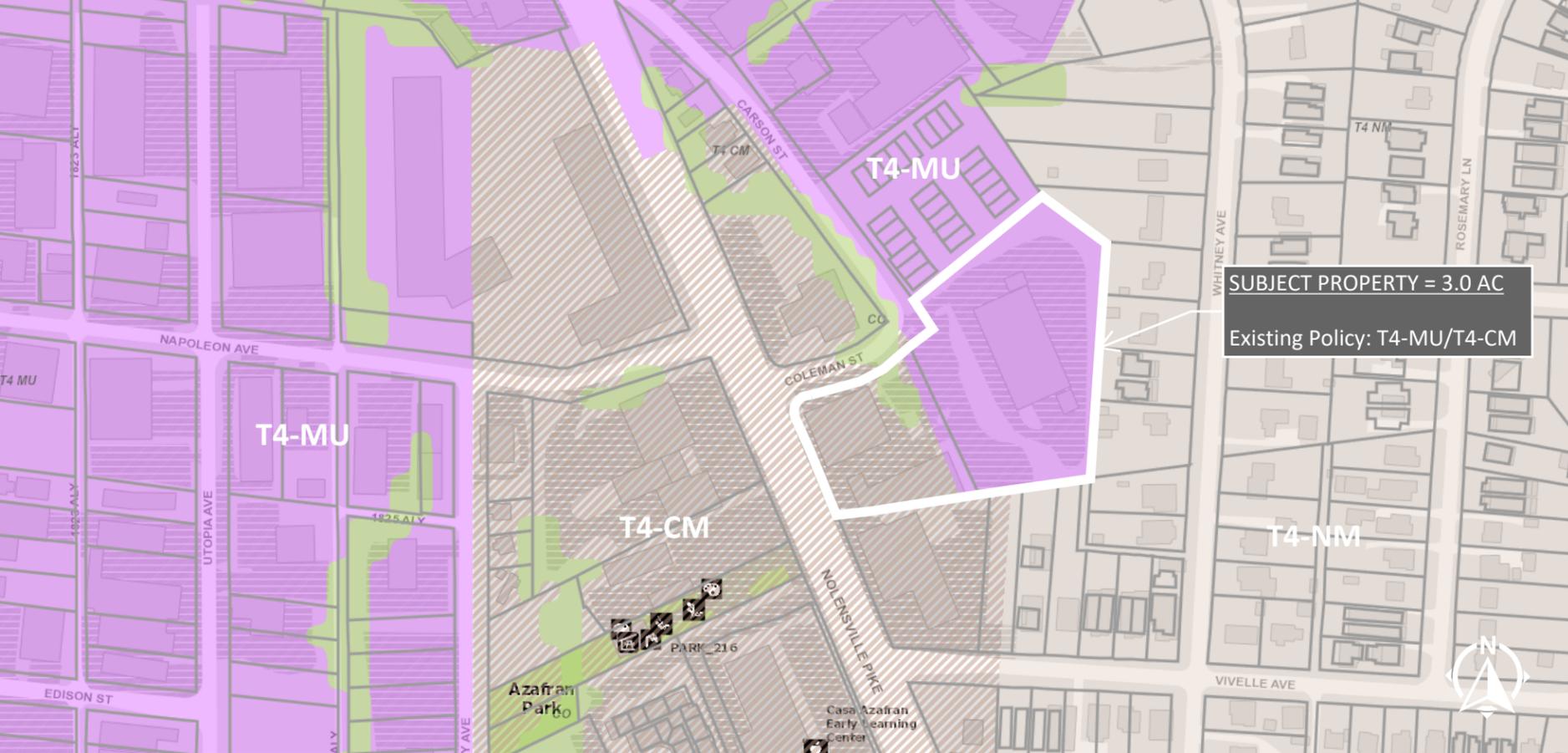
Bradley  
1600 Division St Ste 700  
Nashville, Tennessee 37203  
Attn: Erica Garrison



LOT #	ADDRESS	PARCEL	SQ.FT.	ACRES	OWNER(S)
1	2180 Nolensville Pike	10516023401	42,274	0.89	Bass Family Partnership
2	2182 Carson Street	10516023500	92,283	2.12	Bass Family Partnership
Total Site Area:			134,557 sf	3.01 acres	

# 2

## SITE LOCATION & CONTEXT



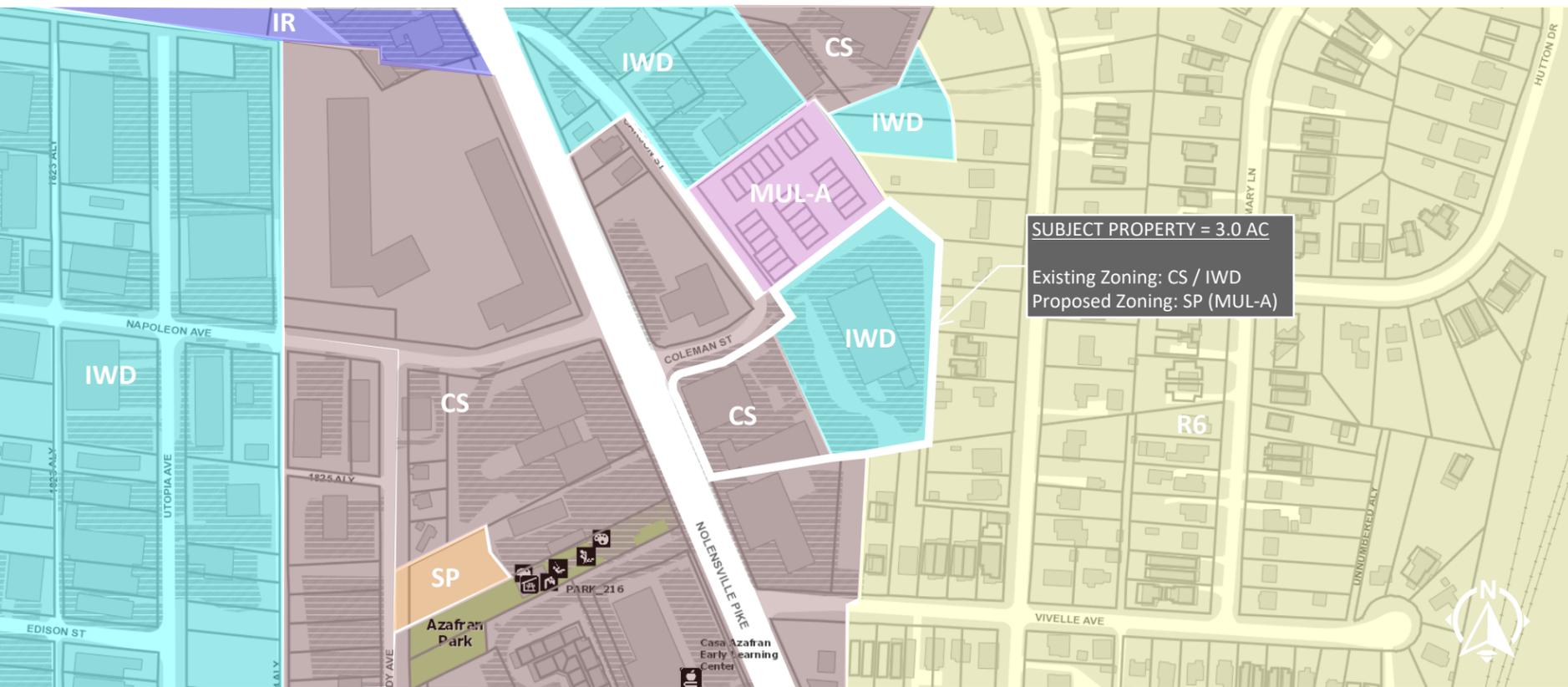
## Zoning

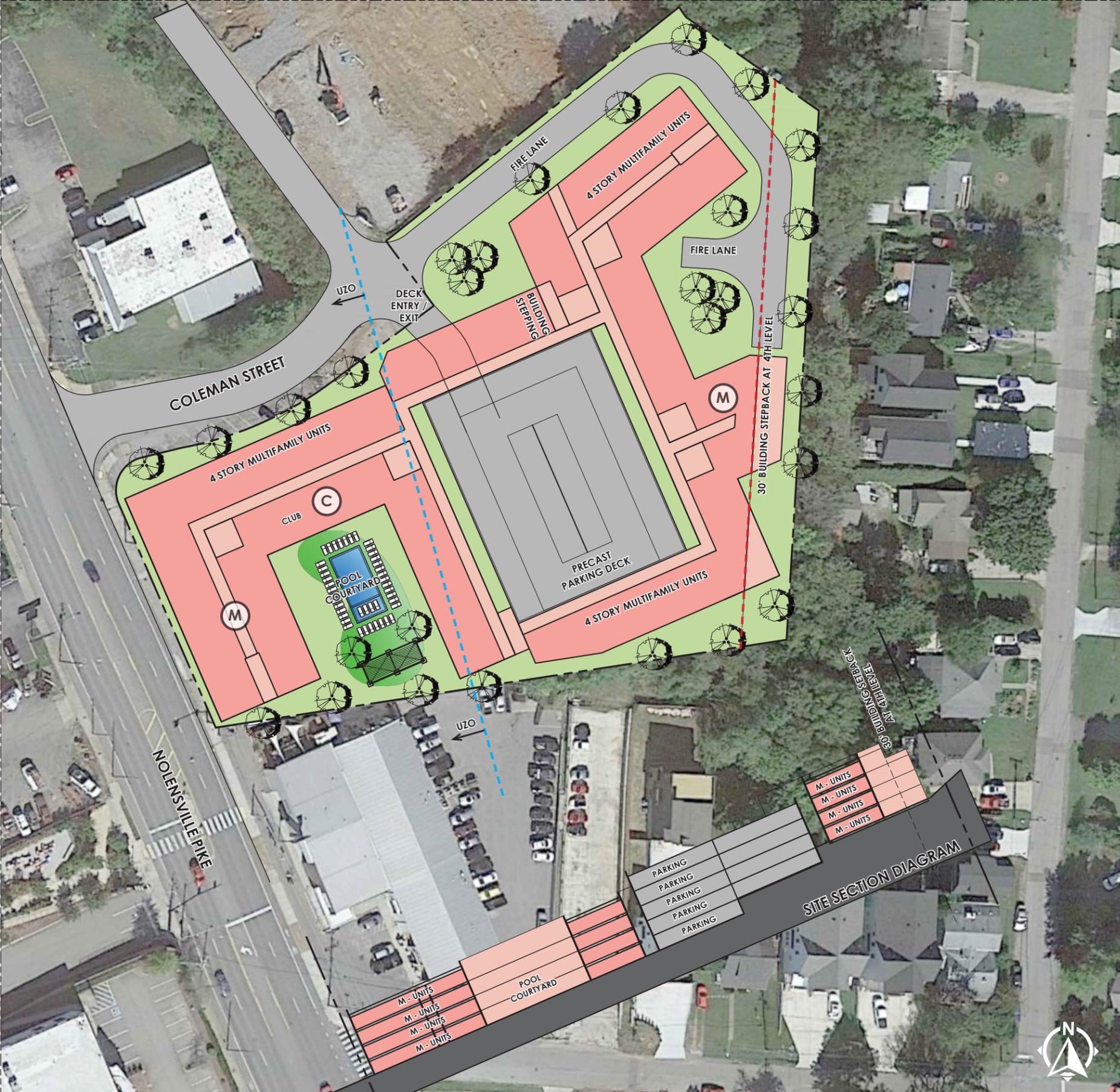
**Current Zoning:** Lot 1 (2180 Nolensville) - CS (Commercial Service) / UZO (Urban Zoning Overlay), Lot 2 (2182 Carson) - IWD (Industrial Warehousing/Distribution)

**Proposed Zoning:** SP

**Current Land Use Policy:** The property is located within the South Nashville Community Plan. The current land use policy for the property is T4 MU (Mixed Use Neighborhood) and T4 CM (Mixed Use Corridor).

The SP proposes a development that spans two policy areas- the **T4-Urban Mixed Use Corridor Policy (CM)** and the **T4- Urban Mixed Use Neighborhood Policy (MU)**. A portion of the site sits within the CM policy area along Nolensville Pike, a major arterial road that flows into downtown. This area calls for mid-rise mixed -use buildings and it indicates that typically these corridors have high density residential, commercial and mixed use buildings. Furthermore, this area is designed to enhance the urban mixed-use corridors by encouraging a greater mix of higher density residential and mixed-use development which is perfectly in line with the proposed site plan. Likewise, the rear of the property which abuts residential districts falls within the T4-MU policy. Zoning that is appropriate in this area includes MUL-A zoning and mid-rise mixed-use development. This policy area is designed to create urban, mixed-use neighborhoods with a diverse mix of moderate to high density residential uses. The building form in the rear is designed to be sensitive to the adjacent neighborhood with a lined garage that masks the parking uses and a 30 foot step-back at floor 3 to pull the additional height further away from the neighborhood. Moreover, the architectural requirements will ensure a strongly articulated façade and a building that is oriented towards Nolensville with the density and the height pushed up directly to the road.





## Project Narrative

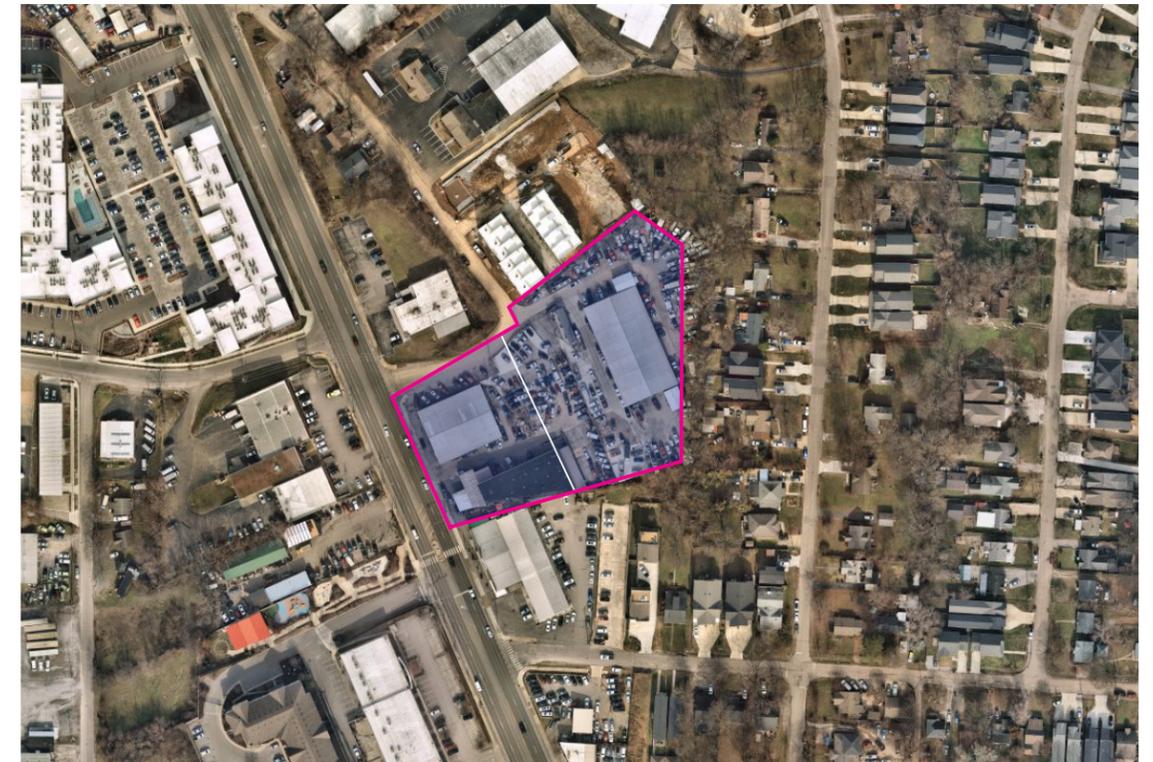
This mixed-use project is located along Nolensville Pike within close proximity of GEODIS Park. Nolensville Pike, designated by the MCSP as a multi-modal corridor (T4-M-AB5-IM), is designed for high-density traffic and contains current and future provisions for transit, making it an ideal location for dense residential use.

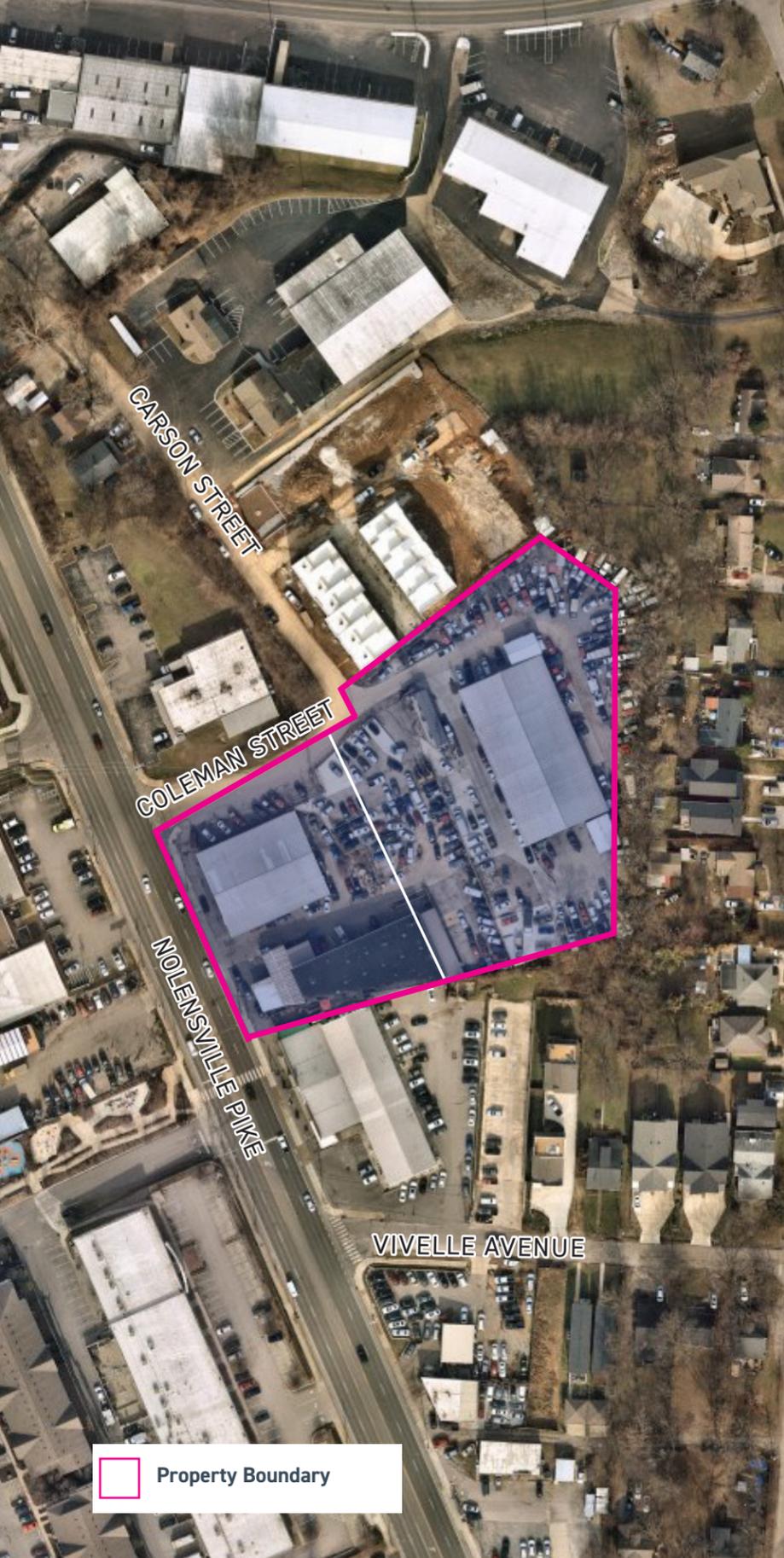
The proposed site plan directly addresses Nolensville Pike, providing four stories with ground-floor mixed-use activation along the street's frontage. Liner units around the perimeter of the site screen the proposed structured parking to allow for further street activation. By providing a generous step-back in the rear of the building, the site provides an appropriate transition to the adjacent lower-density residential lots.

The proposed plan includes improvements to Nolensville Pike per the MCSP to provide a clean, activated frontage, transforming a lot that was previously commercial and industrial.

The purpose of this SP is to establish form-based regulations and zoning standards for the 3.01-acre mixed-use site. The concept for development is to provide a predominantly residential mixed-use development with a maximum of 254 units along a multi-modal corridor to further the density planned for this area and provide residents with access to downtown, GEODIS Park, and other nearby businesses.

A Standard Type C Buffer Yard will be provided at the eastern property line.





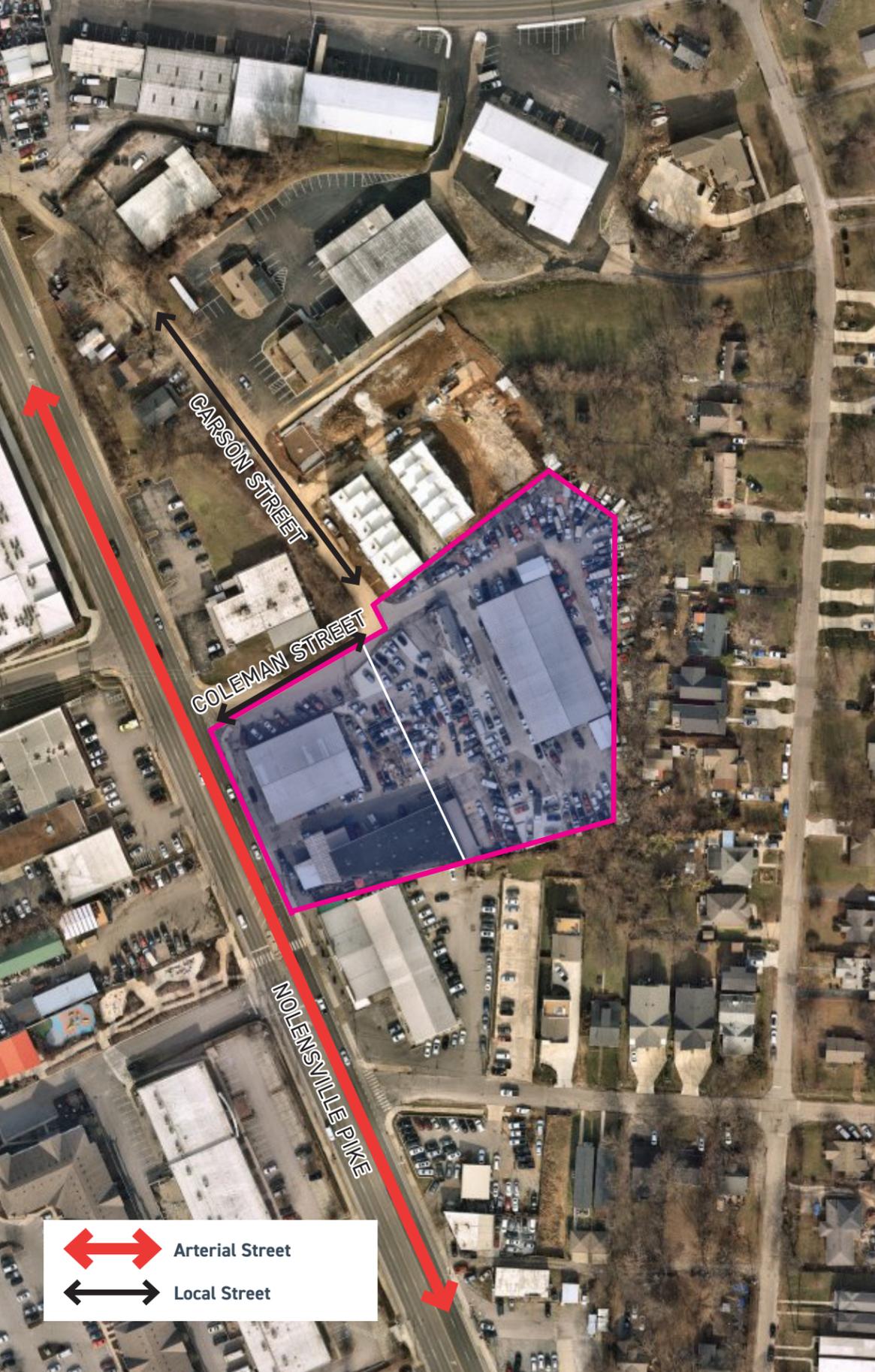
Regulations	
Site Area	3.01 Acres
Uses <sup>10</sup>	Per MUL-A-NS Base Zoning
FAR	2.0
ISR	0.9
Maximum Height'	4 stories within 60'
Rear Height Stepback	Max. building height at rear setback is three stories in 45'. A maximum of four stories in 60' is permitted within 30' of the rear property line.
Build-to-Zone	0' - 15'
Side / Rear Setback	0' Side / 20' Rear
Maximum Number of Units	254
<ol style="list-style-type: none"> <li>1. A maximum height of 4 stories in 60' is permitted within the build-to zone. Mezzanines shall not be considered a story; however, buildings cannot exceed 60 feet. Height shall be measured from the average elevation (average of four most exterior corners) at the finished grade (final grade elevation). Each step in ground floor elevation shall be considered its own building for the purposes of calculating building height.</li> <li>2. Residential uses are not permitted on the ground floor along Nolenville Pike or along Coleman Street within 20' of Nolenville Pike. 2,500 SF of allowed commercial uses to be provided along Nolenville Pike. Other nonresidential ground floor uses will include residential amenities and leasing.</li> <li>3. Nonresidential ground floor uses shall provide a public entrance from the public sidewalk along Nolenville Pike.</li> <li>4. Minimum first floor height for ground level nonresidential uses (measured from finished floor to finished floor) is 14 feet.</li> <li>5. Glazing (% of facade measured from finished floor to finished floor along Nolenville Pike): Residential: 30% ground floor/25% upper floors Nonresidential: 50% ground floor/30% upper floors</li> <li>6. Any parking garage shall be located internal to the site and shall be lined with residential and/or nonresidential uses.</li> <li>7. No vehicular ingress/egress shall be permitted onto Nolenville Pike. Vehicular ingress/egress is only permitted from Coleman Street.</li> <li>8. Sidewalks along Nolenville Pike shall meet the minimum requirements of the Major and Collector Street Plan (MCSP).</li> <li>9. Vehicular parking and bicycle parking per UZO requirements.</li> <li>10. Prohibited uses are provided on page 6.</li> <li>11. Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, and glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.</li> </ol>	

## Architectural Standards:

1. Refuse collection, recycling, and mechanical equipment shall be fully screened from public view by the combination of architectural cladding, walls, roll-up door, or landscaping.

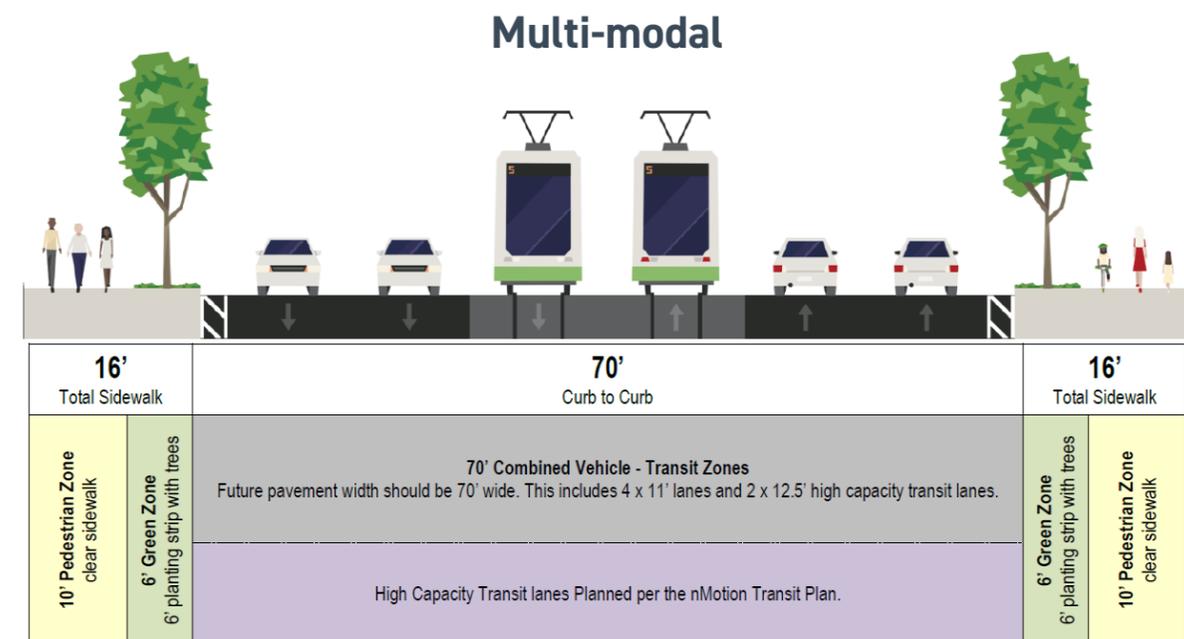
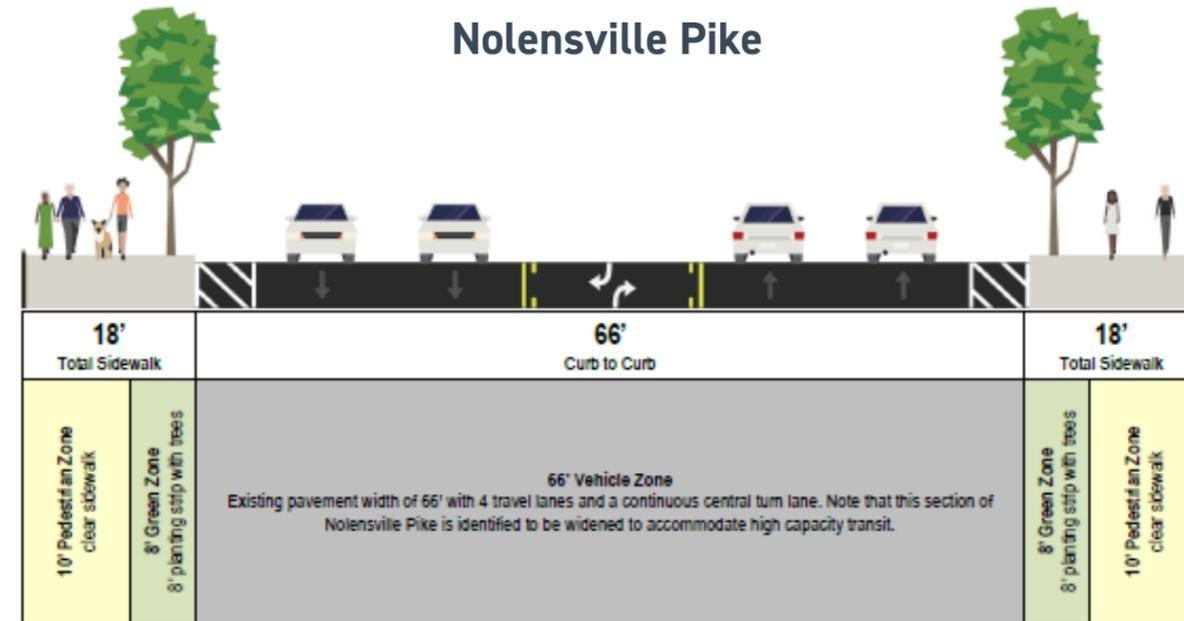
## Landscape Standards

1. Street trees shall be provided in 4' minimum grass strips or tree grates in hardscape. Street trees shall be irrigated and maintained by the owner. Street trees are required at a min. spacing of 30' O.C. for canopy trees or 20' O.C. for understory trees if overhead utilities are present. All street trees placed within the ROW shall count towards required tree density units outlined in Metro Zoning Code 17.28.065.
2. A standard Type C Landscape Buffer Yard shall be provided along the eastern property boundary.



**Permitted uses shall be limited to all uses permitted by MUL-A-NS with the exception that the following uses shall not be permitted:**

- Owner-Occupied Short-Term Rental Property
- Non-Owner-Occupied Short-Term Rental Property
- Consignment Sale
- Car Wash
- Mobile Storage Unit
- Construction/Demolition Waste Processing
- Rehearsal Hall
- Cemetery





**Street Network Legend**

-  Arterial Avenue
-  Local Street
-  Bus Route

NOLENVILLE PIKE  
(TT4-M-AB5-IM)

PROJECT  
SITE

## Standard SP Notes

1. The purpose of this SP is to receive preliminary approval to permit the development of a 3.01-acre mixed-use development.
2. For any development standards, regulations, and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations, and requirements of MUL-A-NS as of the date of the application request or application.
3. 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 the Metro Council, that increase the permitted density or floor area, add uses otherwise permitted, add vehicular access points not currently present or approved, or eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance.
4. Development is currently planned to be constructed in one single phase and will begin the planning and design stages for Final SP after the approval of the Preliminary SP by Metro Planning Commission.

## FEMA Note:

This property lies in an area designated as an area of minimal flood hazard according to Federal Emergency Management Agency Flood Insurance Rate Map Panel Number 47037C0244H, dated April 5, 2017.

## Nashville Department of Transportation Notes

1. The Final SP/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 sidewalks. Vertical obstructions are only permitted within the required grass strip or frontage zone.
2. Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated or provided through appropriate easements.
3. Developer will ensure bike lanes are continuous through intersections.

4. The developers final construction drawings shall comply with the design regulations established by NDOT, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
5. All construction within the right-of-way shall comply with ADA and NDOT Standards and Specifications.
6. If sidewalks are required, then they should be shown on the plans per the MCSP and NDOT Standards and Specifications.
7. Submit copy of right-of-way dedications prior to building permit sign off.
8. Primary access to the site shall be from Coleman Street.
9. An appropriately sized dumpster and recycling container(s) shall be provided on site by a private hauler.
10. With the Final SP, an attempt shall be made to reduce the curb radii/pavement width on Coleman Street at the intersection of Nolensville Pike and Coleman Street.
11. Pedestrian crossings shall be installed at the intersection of Nolensville Pike & Polk Ave with this development.

## Fire Marshall Notes:

1. New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1, Table H.
2. No part of any building shall be more than 500 feet from a fire hydrant via a hard surface road. Metro Ordinance 095-1541, Section 1568.020 B.
3. All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.
4. All dead-end roads over 150 feet in length require a 100-foot diameter turnaround, this include temporary turnarounds.
5. Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshall's office.
6. If more than three stories above grade, Class I standpipe system shall be installed.
7. If more than one story below grade, Class I standpipe system shall be installed.
8. When a bridge is required to be used as part of a fire department access road, it shall be constructed and maintained in accordance with nationally recognized standards.

1. A fire hydrant shall be provided within 100 feet of the fire department connection.
2. Fire hydrants shall be in service before any combustible material is brought on site.

## NES Notes:

3. Where feasible, the development will be served with underground power and pad-mounted transformers.
4. New facilities will not be allowed to sit in or to pass through retention areas, including rain gardens, bioretention areas, bioswales, and the like. This includes primary duct between pad mounted transformer equipment, as well as service duct to a meter.

## Stormwater Notes:

1. Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with Stormwater Management Ordinance No. 78-840 and approved by the Metro Water Services.
2. Metro Water Services shall be provided with sufficient and unencumbered ingress and egress at all times in order to maintain, repair, replace, and inspect any stormwater facilities within the property.
3. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (minimum driveway culvert in Metro right-of-way is 15 inch RCP).
4. Project intent is to be redeveloped per the requirements of Volume 5 (LID) of the Stormwater Manual. Detention will be provided or post development runoff will be less than predevelopment runoff due to LID implementation.

## Federal Compliance:

All development within the boundaries of this plan will meet the requirements of the Americans with Disabilities Act and the Fair Housing Act.