



Case No. 2023SP-033-001

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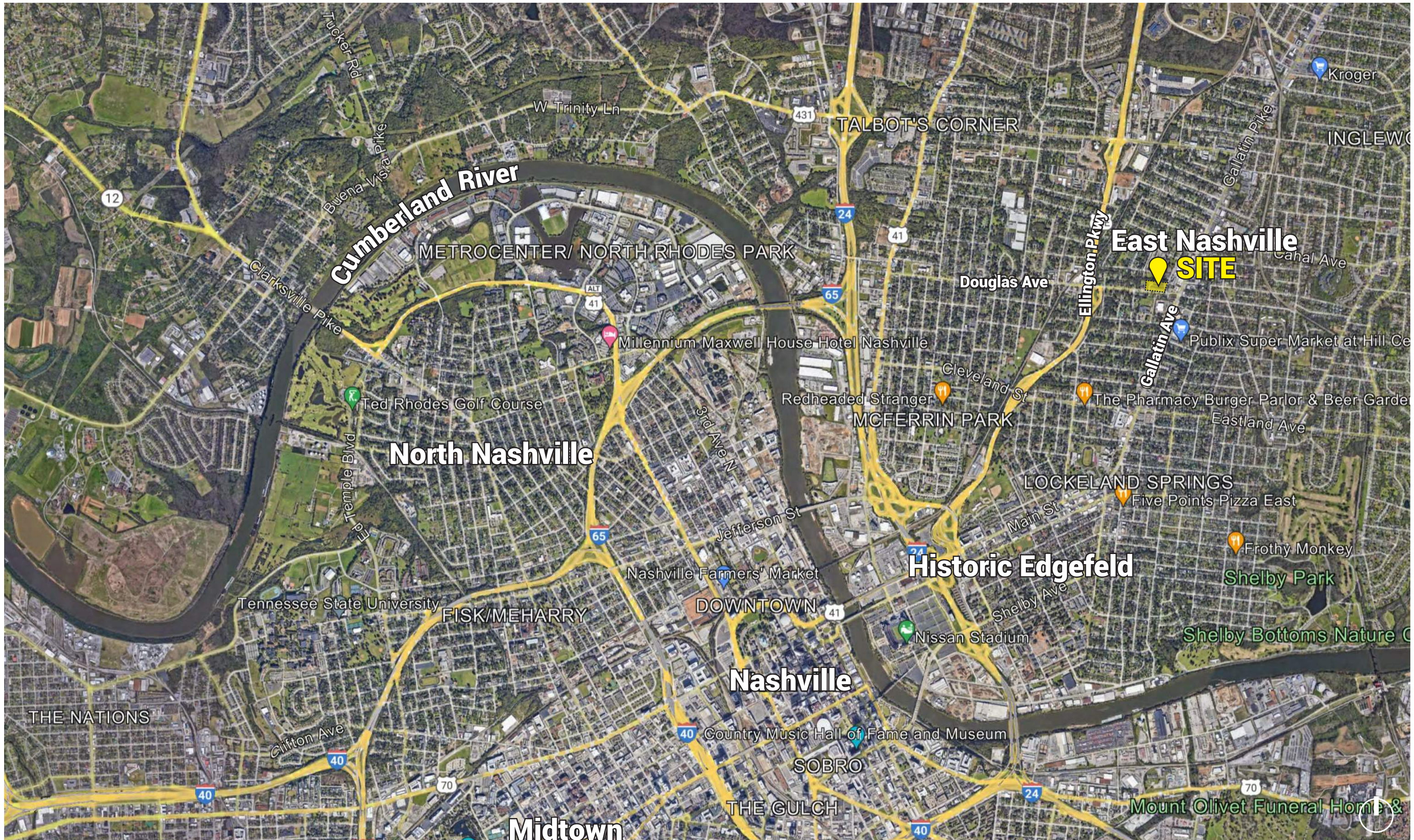
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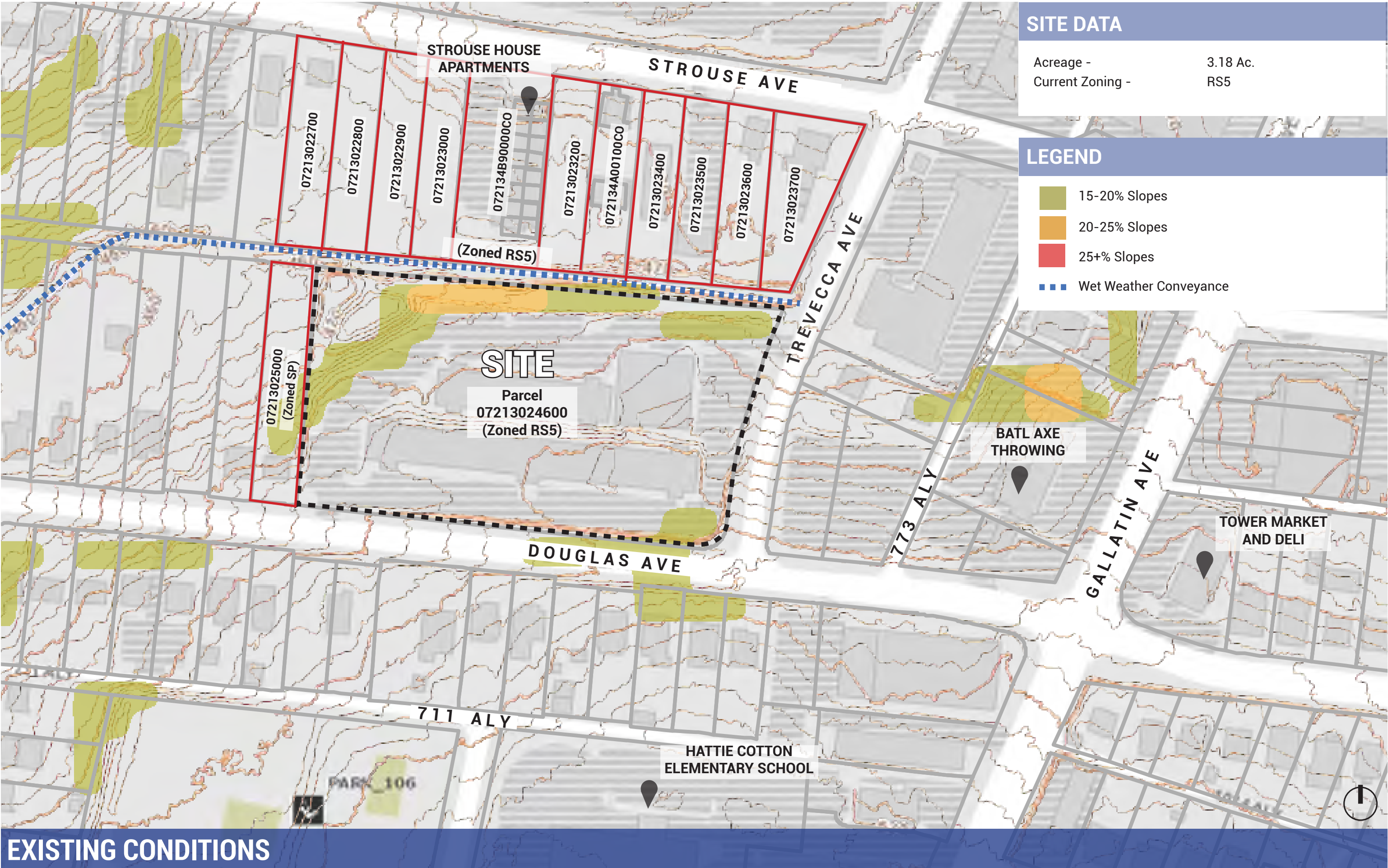
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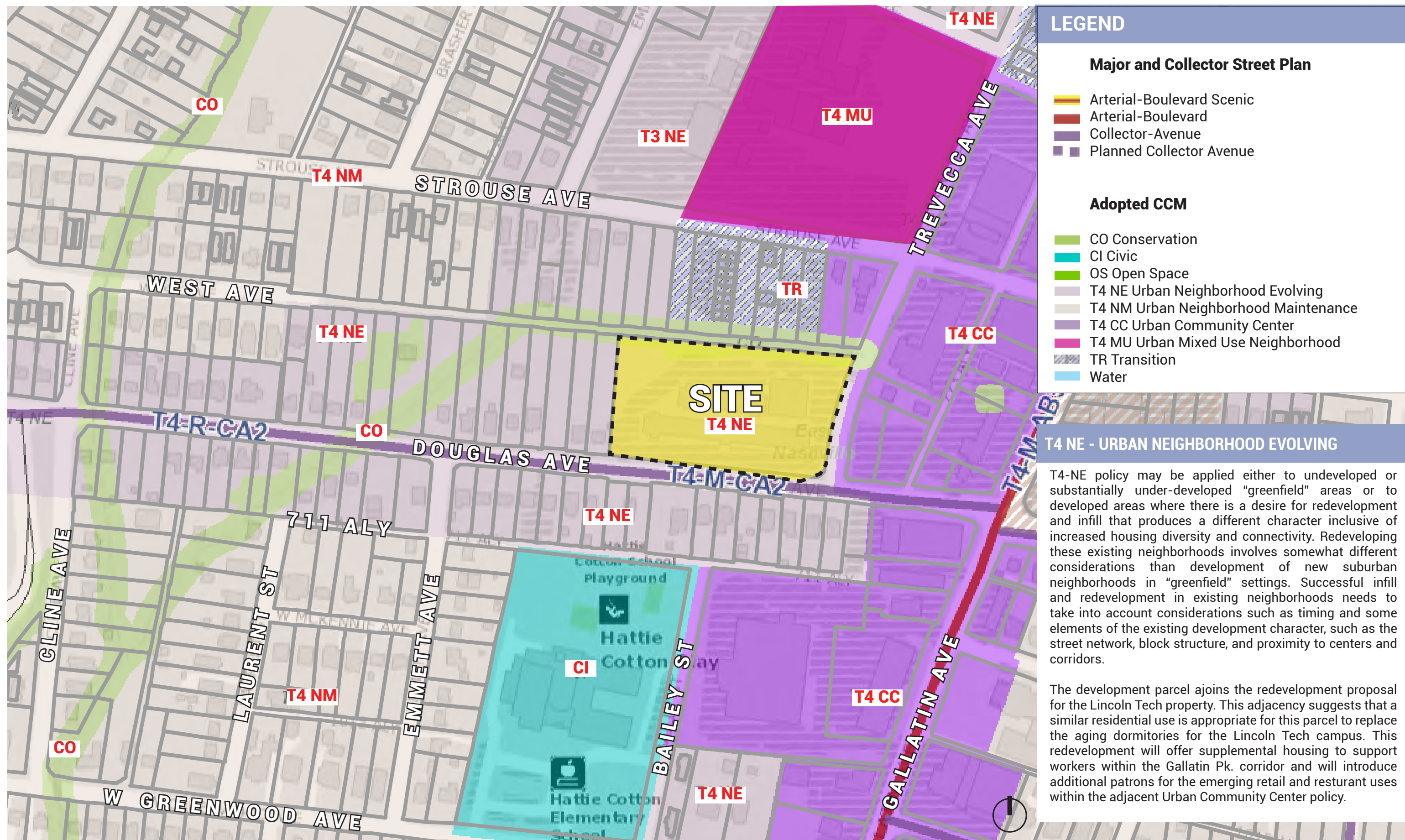
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VICINITY MAP





LEGEND

Major and Collector Street Plan

-  Arterial-Boulevard Scenic
-  Arterial-Boulevard
-  Collector-Avenue
-  Planned Collector Avenue

Adopted CCM

-  CO Conservation
-  CI Civic
-  OS Open Space
-  T4 NE Urban Neighborhood Evolving
-  T4 NM Urban Neighborhood Maintenance
-  T4 CC Urban Community Center
-  T4 MU Urban Mixed Use Neighborhood
-  TR Transition
-  Water

T4 NE - URBAN NEIGHBORHOOD EVOLVING

T4-NE policy may be applied either to undeveloped or substantially under-developed "greenfield" areas or to developed areas where there is a desire for redevelopment and infill that produces a different character inclusive of increased housing diversity and connectivity. Redeveloping these existing neighborhoods involves somewhat different considerations than development of new suburban neighborhoods in "greenfield" settings. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing development character, such as the street network, block structure, and proximity to centers and corridors.

The development parcel ajoin the redevelopment proposal for the Lincoln Tech property. This adjacency suggests that a similar residential use is appropriate for this parcel to replace the aging dormitories for the Lincoln Tech campus. This redevelopment will offer supplemental housing to support workers within the Gallatin Pk. corridor and will introduce additional patrons for the emerging retail and restaurant uses within the adjacent Urban Community Center policy.

BULK REGULATIONS



REFER TO PAGE 6

FALLBACK ZONING: RM80-A

BULK REGULATIONS		
Uses	Multifamily	
FAR/Density	284 Multifamily Units	
ISR	0.90	
General Maximum Building Height	5 Stories in 62' Height (Measure from the average elevation (average of 4 most exterior corners) at the finished grade (final ground elevation). Measure to the midpoint of the primary roof pitch (the vertical distance from eave to midpoint) or to the top of the parapet for a flat roof.)	
Front Setback	15' Along Douglas Drive	
Side/Rear Setback	Min. of 5 feet rear setback from the alley R.O.W. and 5 feet required minimum side setback	
Parking Requirements	Parking to be Provided Per Metro Code Requirements; The Maximum Allowable On-Site Parking Shall be Calculated by Applying Code Required Ratios Or a Total Count of 360 Spaces Maximum On-Site.	
Glazing ¹	Residential	20% Min. on the first floor level and 15% min. glazing on all upper stories of facades facing a public street
Raised Foundations ²	Residential	8 in. Min to 36 in. Max
1 Minimum glazing requirements shall be required on building facades facing public streets. Glazing calculations shall be measured from floor to floor. 2 With the exception of accessible units, topographically challenged units may result in raised/lowered foundations at certain locations.		

ARCHITECTURAL STANDARDS

1. Residential structures shall be oriented to a public street where possible. When not possible, residential structures may be oriented towards internal open space common areas.
2. The front facade of buildings shall be located between 0-15 feet from the back of the public sidewalk, or the public right-of-way, unless utility easements, topographic elevation difference transition, or setback requirements require a greater distance. The building-to-facade requirement shall not apply along the Frontage Roadway to accommodate stormwater requirements.
3. No facade plane shall be more than 60% the length of the entire frontage. All facade planes must have a minimum of a 3' change in depth or a 5' horizontal break.
4. Buildings shall provide a functional entry onto the street/ sidewalk network or other public space to promote activity at the street level. Where feasible, given the constraints of the site grades, residential units fronting a public street or green space shall provide a connection/ entrance to the public sidewalk. Corner units must include primary pedestrian entrances and facade requirements along both public street frontages.
5. The following design standards shall apply:
 - a. Windows shall be vertically oriented at a ratio of 1.5:1 or greater. Planning staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows, storefronts, curtain walls and other special conditions.
 - b. 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.
 - c. Porches shall provide a minimum of 5 feet of depth.
 - d. A raised foundation of 18"-36" is required for all residential structures.
6. Refuse collection and recycling facilities shall be screened from views from the public way through the combined use of fences, walls and landscaping in accordance with Metro Code standards.
7. Maximum height allowance is based upon pitched roofs.

ACCESS & PARKING

8. All parking regulations to meet Metro Code.

LANDSCAPE STANDARDS

9. Landscaping and tree density requirements per Metro Zoning Ordinance. A complete Landscape Plan will be submitted with the Final SP application.

THE FOLLOWING USES SHALL BE PROHIBITED

Short Term rental property (STRP), as defined by Metro Ordinance. (Both owner-occupied and not owner-occupied)

ADDITIONAL REGULATIONS + NOTES

Regulatory SP Notes:

1. The purpose of this preliminary SP is to permit a total of 284 multi-family units on site.

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 the MUG base zoning designation as of the date of the application request or application. STRP uses shall be prohibited.

3. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or Planning Department staff 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. Major modifications shall not be permitted, except through an ordinance approved by the 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.

4. If required, notice information is prepared and sent to applicants based on the plan and information submitted with the initial submittal. Should your plans change significantly with the resubmittal, it may be necessary for revised notice information to be prepared and sent. This could cause a delay and may result in deferral.

FEMA Note:

5. A portion of this property does not lie in a flood zone area as designated in the Federal Emergency Management Agency Flood Insurance Rate Map Panel Number 47037C0253H, effective April 5, 2017.

NDOT Notes:

6. The final site plan/building permit 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. Where feasible, vertical obstructions are only permitted within the required grass strip or frontage zone.

7. Roadway Improvements that are a direct result of this specific project or as determined by an approved Traffic Impact Study and the Department of Public Works shall be constructed.

8. Any required right-of-way within the project site that is identified as necessary to meet the adopted Major and Collector Street Plan (MCSP) will be dedicated.

9. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, 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.

10. All construction within the right of way shall comply with ADA and Metro Public Works Standard and Specifications.

11. There shall be no vertical obstructions (signs, power poles, fire hydrants, etc.) within the proposed sidewalks. Where feasible, vertical obstructions shall be relocated out of the proposed sidewalks, where applicable.

12. If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.

13. Submit copy of ROW dedications prior to bldg. permit sign off.

14. Development is to have a dumpster and recycling container(s), serviced by a private hauler.

Fire Marshal Notes:

15. No part of any building shall be more than 500ft. from a fire hydrant via a hard surface road. Metro Ordinance 095-1541 Sec. 1568.020 B

16. All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.

17. All dead-end roads over 150 ft. in length require a turnaround, this includes temporary turnarounds.

18. A fire hydrant shall be provided within 100 ft. of any fire department connection, if applicable.

19. Fire hydrants shall be in-service before any

combustible material is brought on site.

NES Notes:

20. Where feasible, this development will be served with underground power and pad-mounted transformers.

21. 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 transformers equipment, as well as service duct to a meter.

Stormwater Notes:

22. 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 Metropolitan Department of Water Services.

23. 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.

24. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual. (Minimum driveway culvert in Metro ROW is 15" RCP.)

25. Project intent is to be redeveloped per the requirements of Volume 5 (LID) of the Stormwater Manual. Detention will be provided or post developed runoff will be less than predeveloped runoff due to LID implementation.

26. Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Stormwater approval/ comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.

Federal Compliance:

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

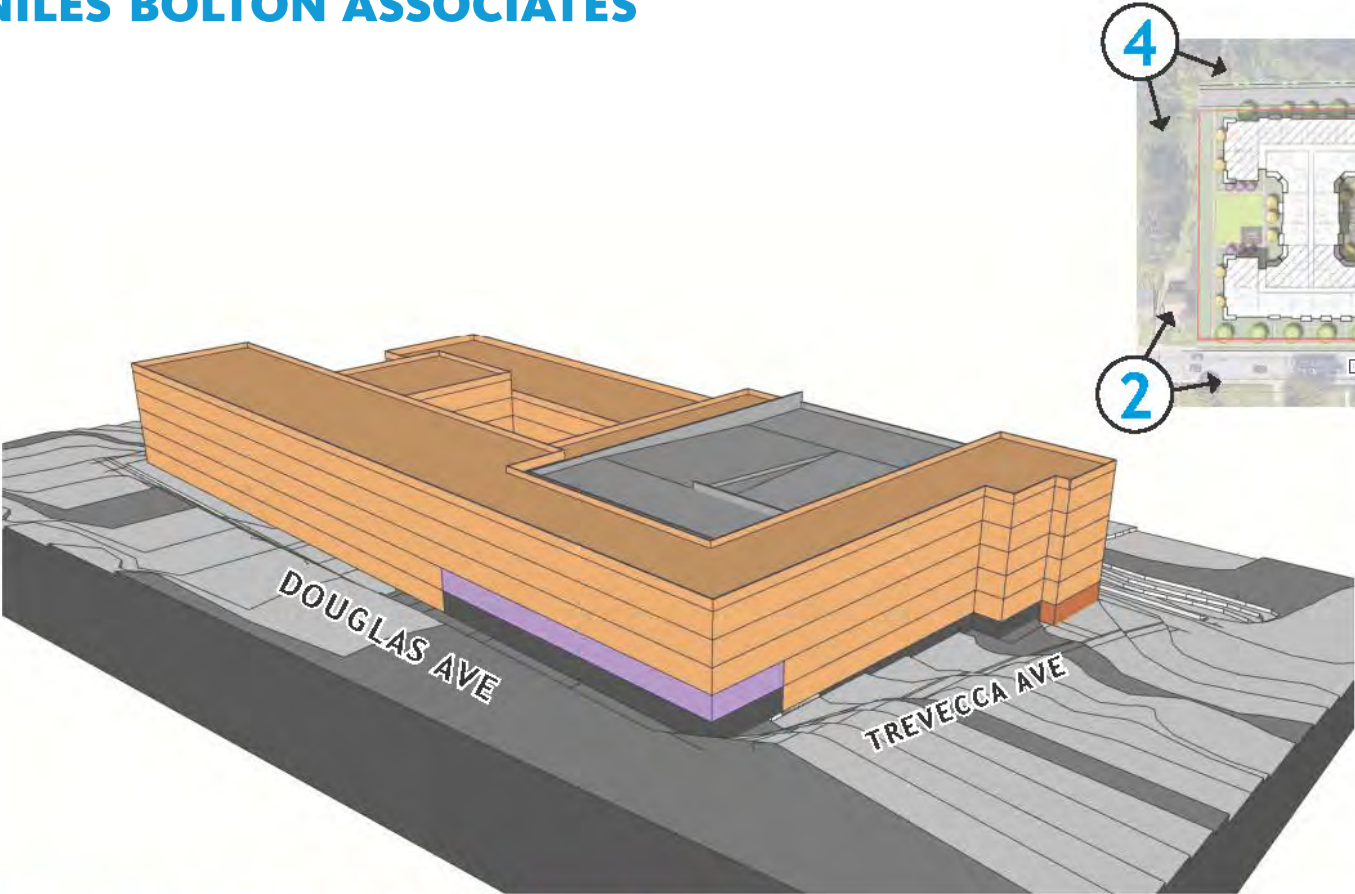
Development Notes:

28. Overall building height shall be measured per Metro Code. An additional "basement" level may be provided internally to the development where topography allows for additional sub-level development. A basement level shall be defined in accordance with the applicable building code. A minimum of 50% of a basement level shall be located below grade in order to not be counted as an additional story.

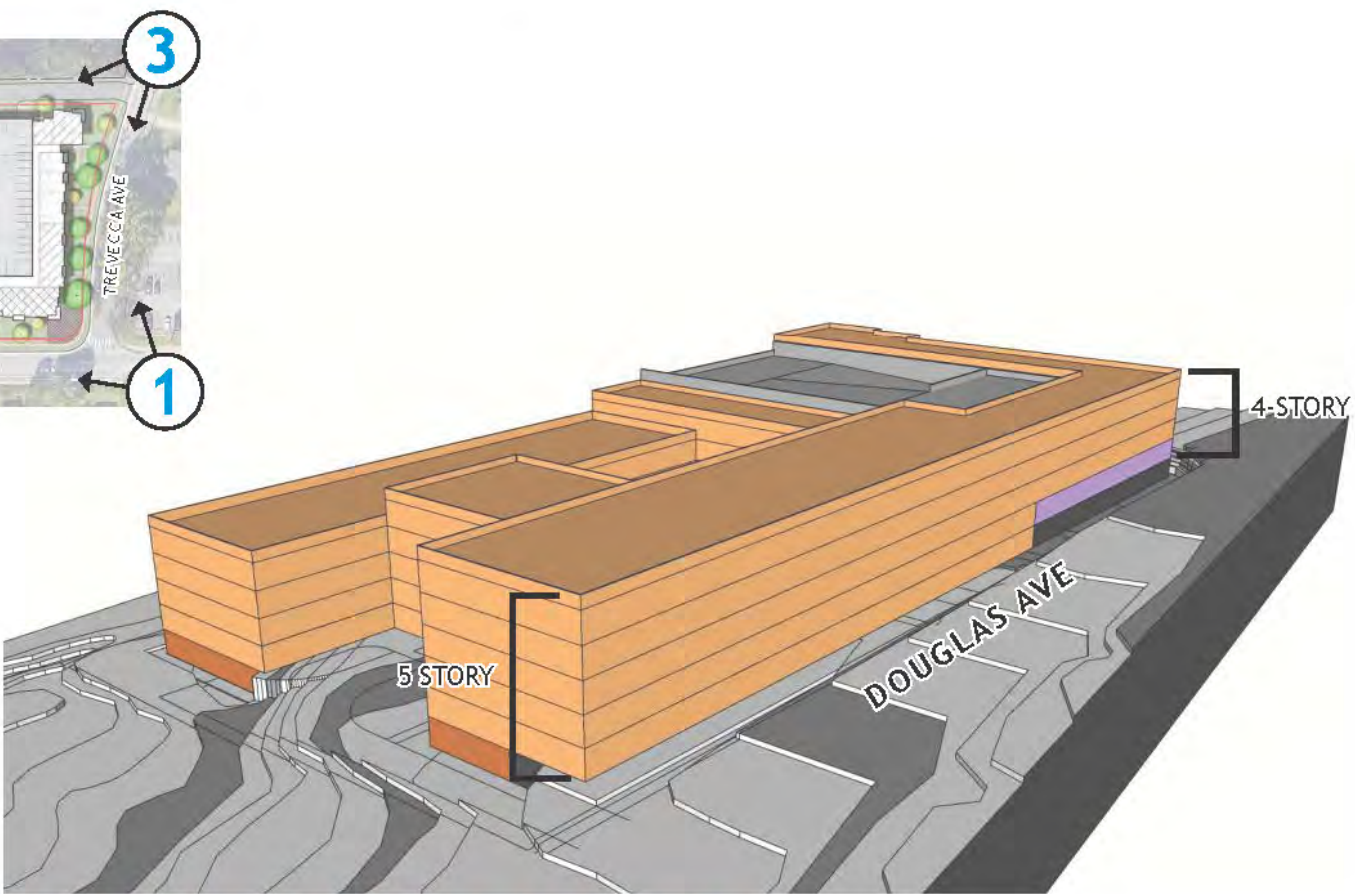
29. The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone.

CONCEPTUAL BUILDING MODELS

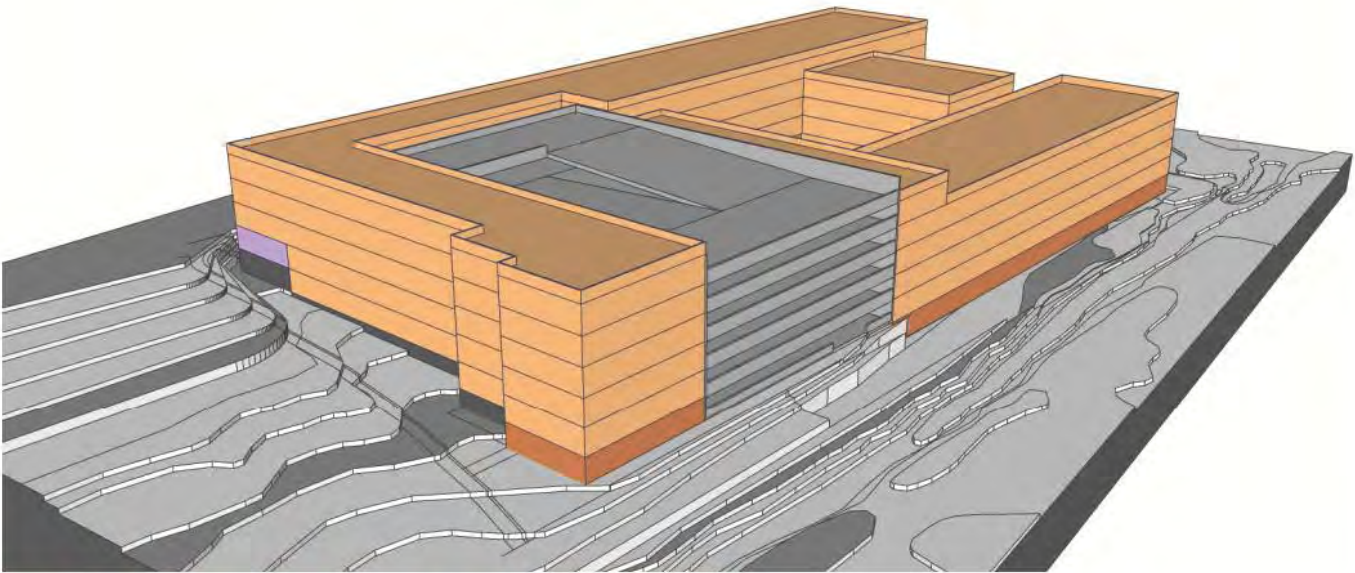
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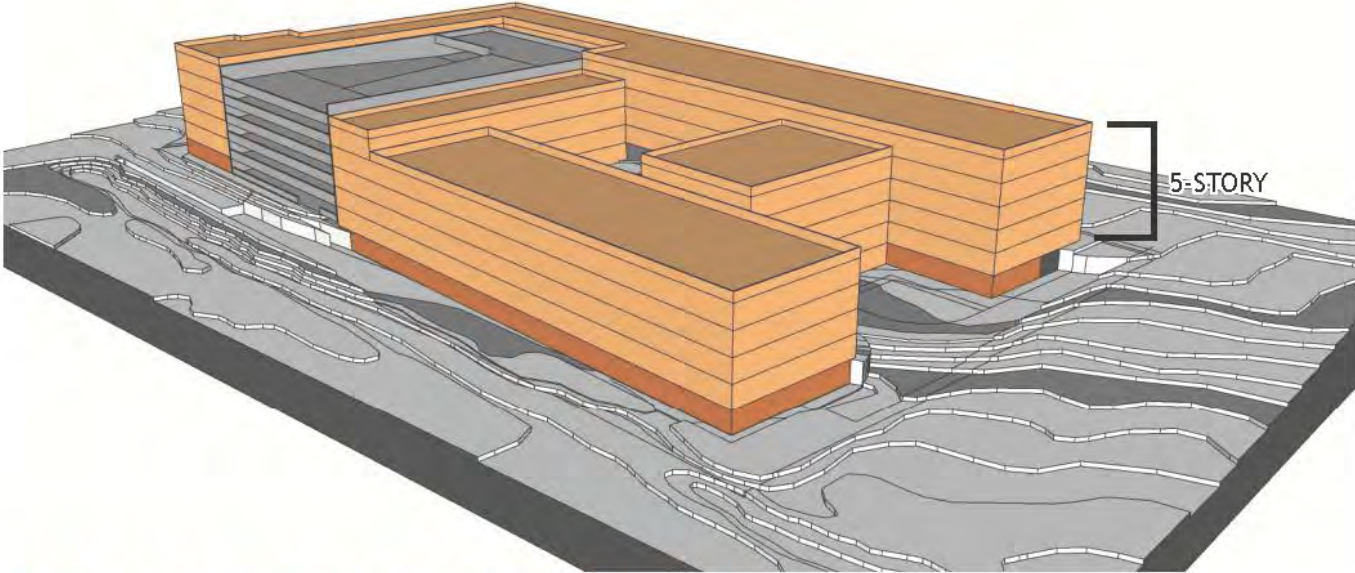
VIEW 1 | FROM SOUTHEAST CORNER



VIEW 2 | FROM SOUTHWEST CORNER



VIEW 3 | FROM NORTHEAST CORNER



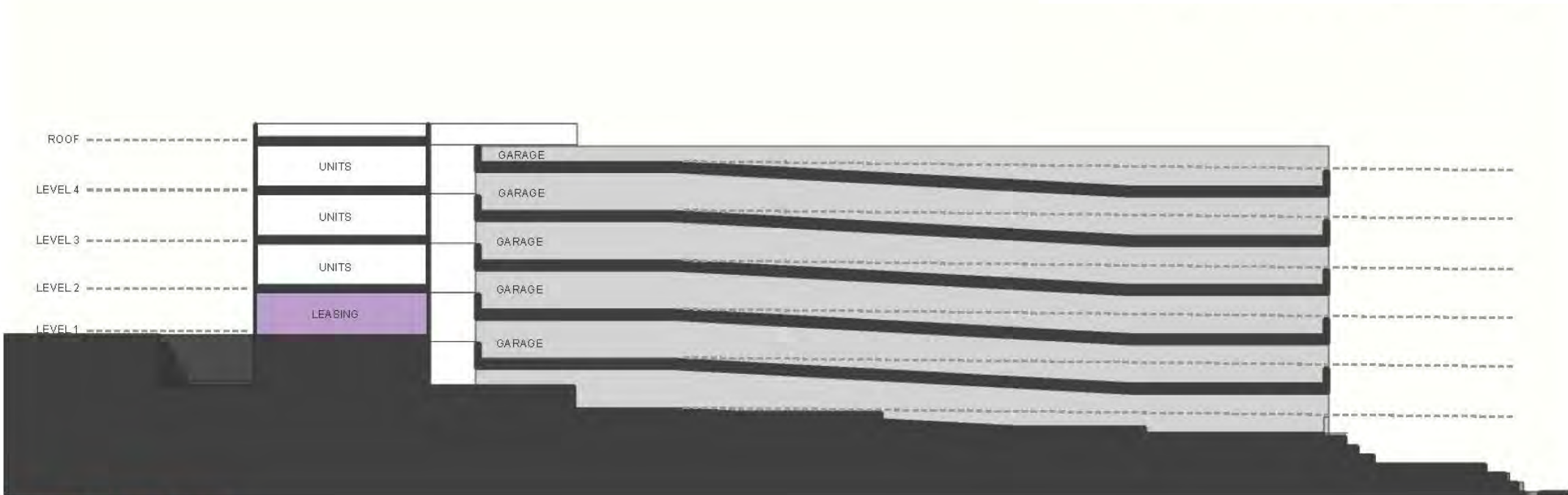
VIEW 4 | FROM NORTHWEST CORNER

CONCEPTUAL SITE SECTION

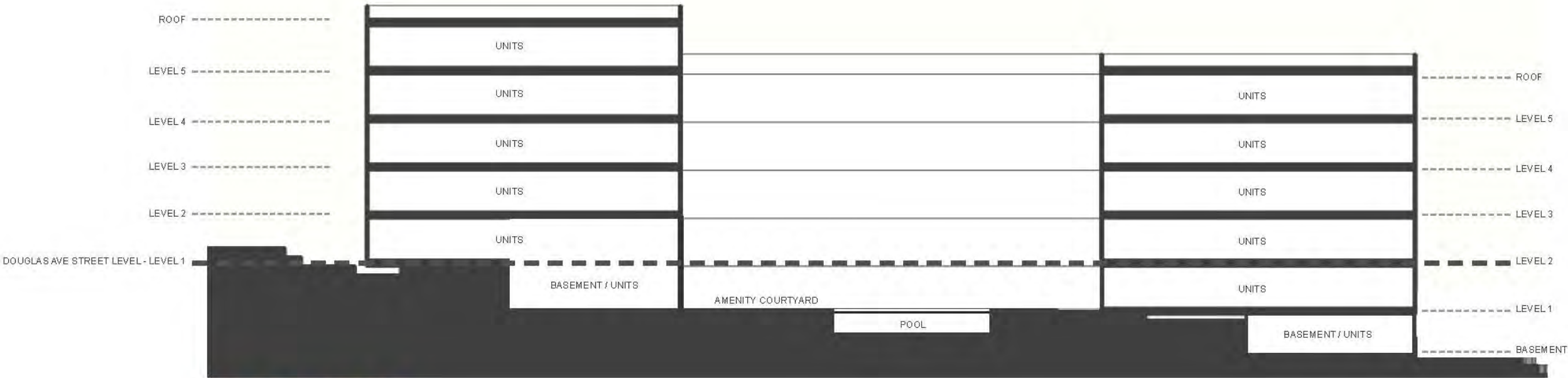
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PLAN VIEW



SITE SECTION A



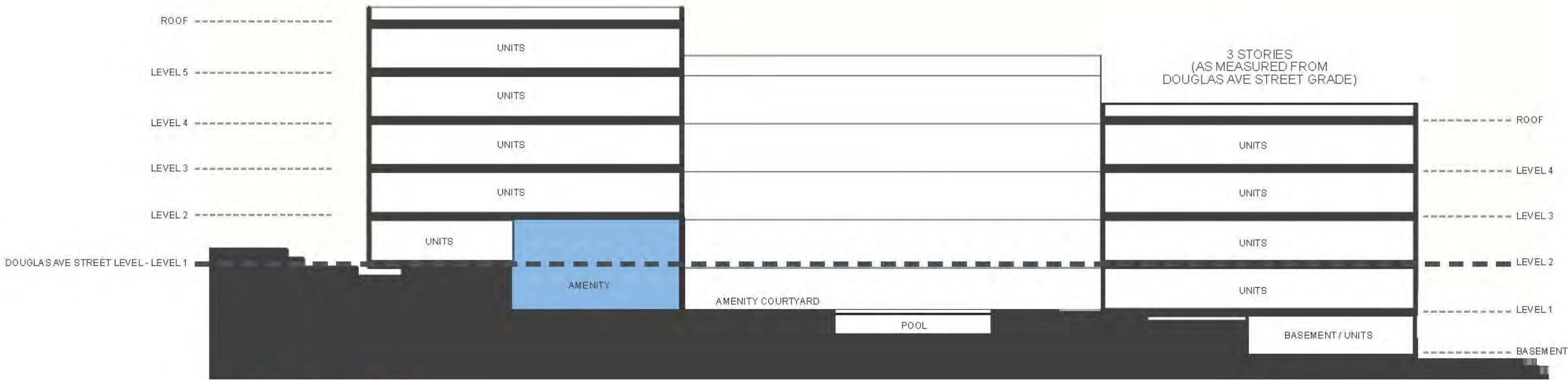
SITE SECTION B

CONCEPTUAL SITE SECTION

NILES BOLTON ASSOCIATES



PLAN VIEW



SITE SECTION C

BIRD'S EYE SITE IMAGES

NILES BOLTON ASSOCIATES



BIRD'S EYE VIEW LOOKING SOUTH



BIRD'S EYE VIEW LOOKING EAST



BIRD'S EYE VIEW LOOKING NORTH



BIRD'S EYE VIEW LOOKING WEST

STREET VIEW SITE IMAGES

NILES BOLTON ASSOCIATES



STREET VIEW 1 - DOUGLAS AVE



STREET VIEW 2 - DOUGLAS AVE & TREVECCA AVE INTERSECTION



STREET VIEW 3 - DOUGLAS AVE & TREVECCA AVE INTERSECTION



STREET VIEW 4 - TREVECCA AVE

RENDERED BUILDING MODEL - CORNER VIEW

NILES BOLTON ASSOCIATES



ELEVATION - SOUTH

NILES BOLTON ASSOCIATES



DOUGLAS AVENUE ELEVATION

ELEVATION - EAST

NILES BOLTON ASSOCIATES



TREVECCA AVENUE ELEVATION

VISIONING IMAGERY



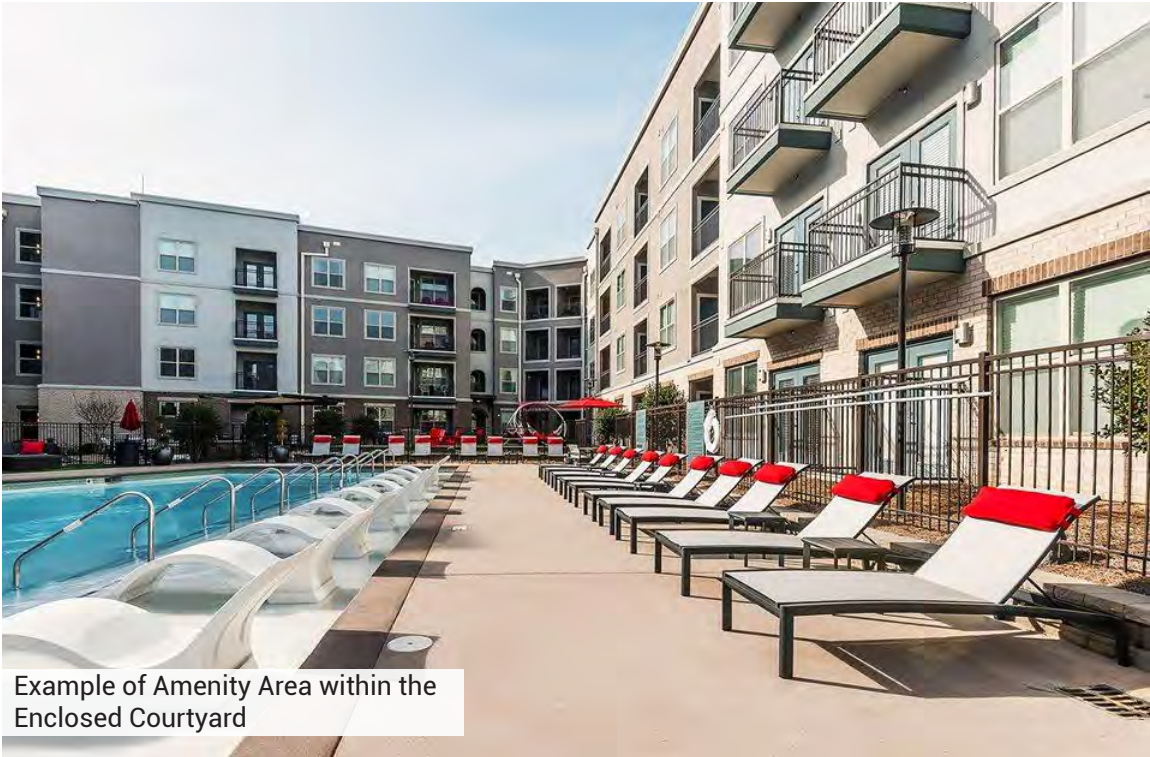
Example of Leasing Center Intended at the Corner of Douglas Ave. and Trevecca Ave.



Leasing Entry Area with Enhanced Hardscape and Building Articulation



Example of Amenity Courtyard that Opens Toward the Western Property Boundary

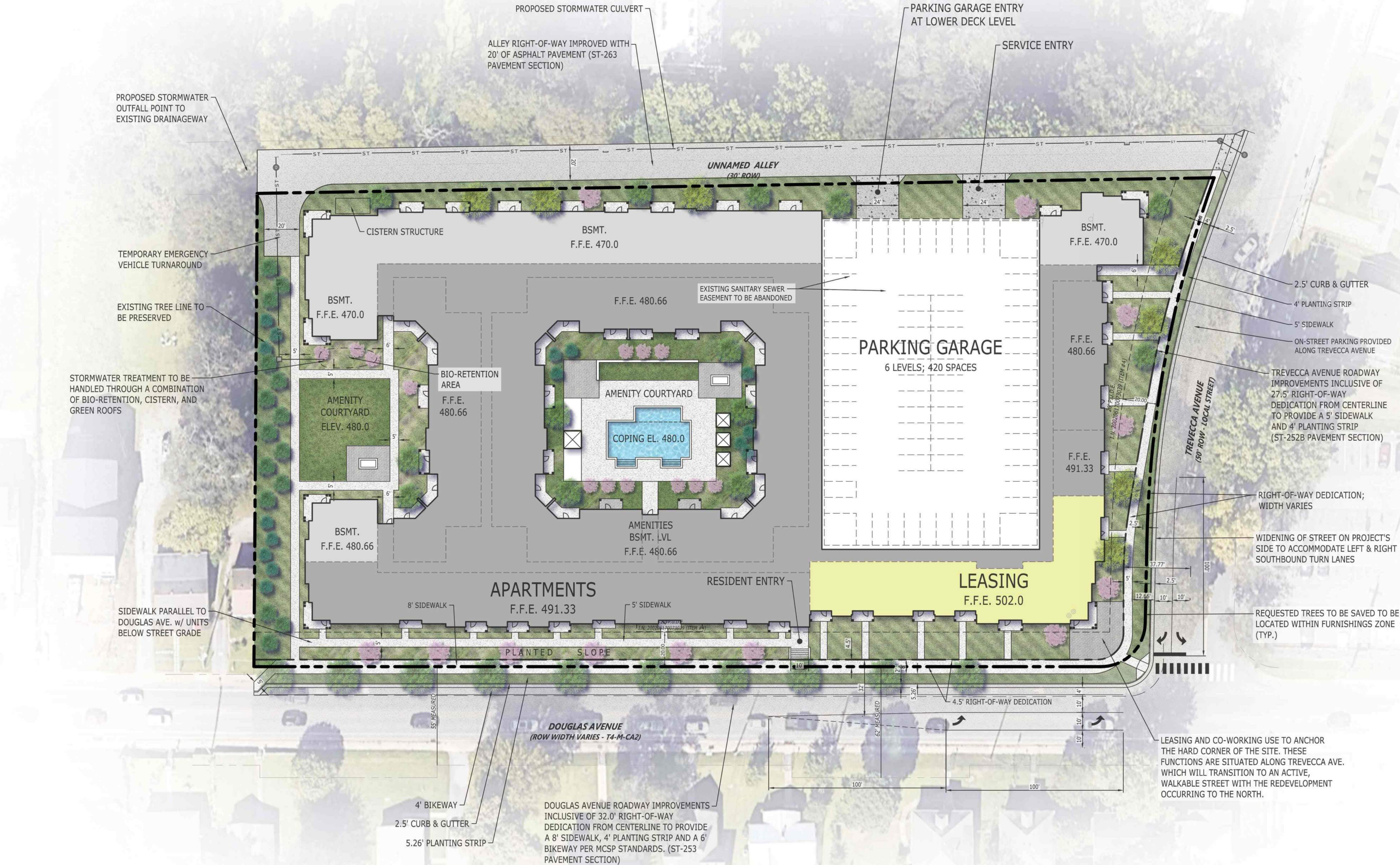


Example of Amenity Area within the Enclosed Courtyard



Example of Amenity Courtyard that Opens Toward the Western Property Boundary

*TREE DENSITY TO MEET METRO TDU REQUIREMENTS.



SITE DATA

- SP NAME:
- SP NUMBER:
- COUNCIL DISTRICT:
- COUNCIL MEMBER:

1003 DOUGLAS AVE, MIXED-USE
2023SP-033-001
05
SEAN PARKER

OWNER:
ADDRESS:

EAST NASHVILLE LLC
10234 W. STATE RD. 84
C/O BANKERS HEALTHCARE GP
DAVIE, FL 33324
ROBERT CASTRO
bobby@ortsac.com

CONTACT:
CONTACT EMAIL:

DEVELOPER:
ADDRESS:

ORTSAC CAPITAL GROUP
1650 SE 17th STREET, SUITE 104
FORT LAUDERDALE, FL 33316
EDWARD CHESNEY

CONTACT:
CONTACT EMAIL:

PROJECT REPRESENTATIVE:
ADDRESS:

CATALYST DESIGN GROUP
5100 TENNESSEE AVENUE
NASHVILLE, TN 37209
615.622.7200
JEFFREY D. HEINZE
jheinze@catalyst-dg.com

PHONE:
CONTACT:

CONTACT EMAIL:

DEVELOPMENT SITE DATA

PARCEL ID.:

07213024600

SITE ADDRESS:

1003 DOUGLAS AVE,
NASHVILLE, TN 37206

SITE ACREAGE:

3.18 Ac. (138,653 S.F.)

EXISTING ZONING:
PROPOSED ZONING:

OV-INS
SP (SPECIFIC PLAN)

EXISTING LAND USE:
PROPOSED LAND USE:

DORMITORY / BOARDING HOUSE
284 MULTIFAMILY UNITS

PROPOSED DENSITY:

89.3 UNITS / ACRE

BUILDING DATA:

NUMBER & TYPE OF UNITS:
1 BEDROOM
2 BEDROOM
TOTAL UNITS

170 UNITS
114 UNITS
284 UNITS

BUILDING SQUARE FOOTAGE:
RESIDENTIAL BUILDINGS

314,500 G.S.F.

FAR:

2.27

BUILDING HEIGHT:

5 STORY W/ BASEMENTS

PARKING TO BE PROVIDED PER METRO CODE REQUIREMENTS; THE MAXIMUM ALLOWABLE ON-SITE PARKING SHALL BE CALCULATED BY APPLYING CODE REQUIRED RATIOS WITHOUT APPLYING A REDUCTION FOR UZO STANDS.

PARKING PROVIDED

PARKING GARAGE (6 LEVELS)

360 SPACES

TOTAL PARKING RATIO

1.27 SPACE / UNIT

NOTES

DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT, AS IT PERTAINS TO STORMWATER APPROVAL/COMMENTS ONLY. THE FINAL DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE STORMWATER REGULATIONS AT THE TIME OF FINAL APPLICATION.

NOTES

1. THE PURPOSE OF THIS PLAN IS FOR PRELIMINARY APPROVAL OF SPECIFIC PLAN ZONING TO PERMIT UP TO 300 MULTIFAMILY UNITS AND 7,000 S.F. OF LEASING AND AMENITY SPACE WITH ASSOCIATED STRUCTURED AND SURFACE PARKING.

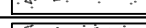
ARCHITECTURAL STANDARDS

1. NO FACADE PLANE SHALL BE MORE THAN 60% THE LENGTH OF THE ENTIRE FRONTAGE. ALL FACADE PLANES MUST HAVE A MINIMUM OF A 3' CHANGE IN DEPTH OR A 5' HORIZONTAL BREAK.



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LEGEND	
BUILDING	
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
HEAVY DUTY PAVEMENT	
LIGHT DUTY PAVEMENT	
PAINTED STRIPE	
CONCRETE CURB	
CENTERLINE	
TACTILE WARNING	

