

THE  
RMR  
GROUP

# 111 North 1st Street

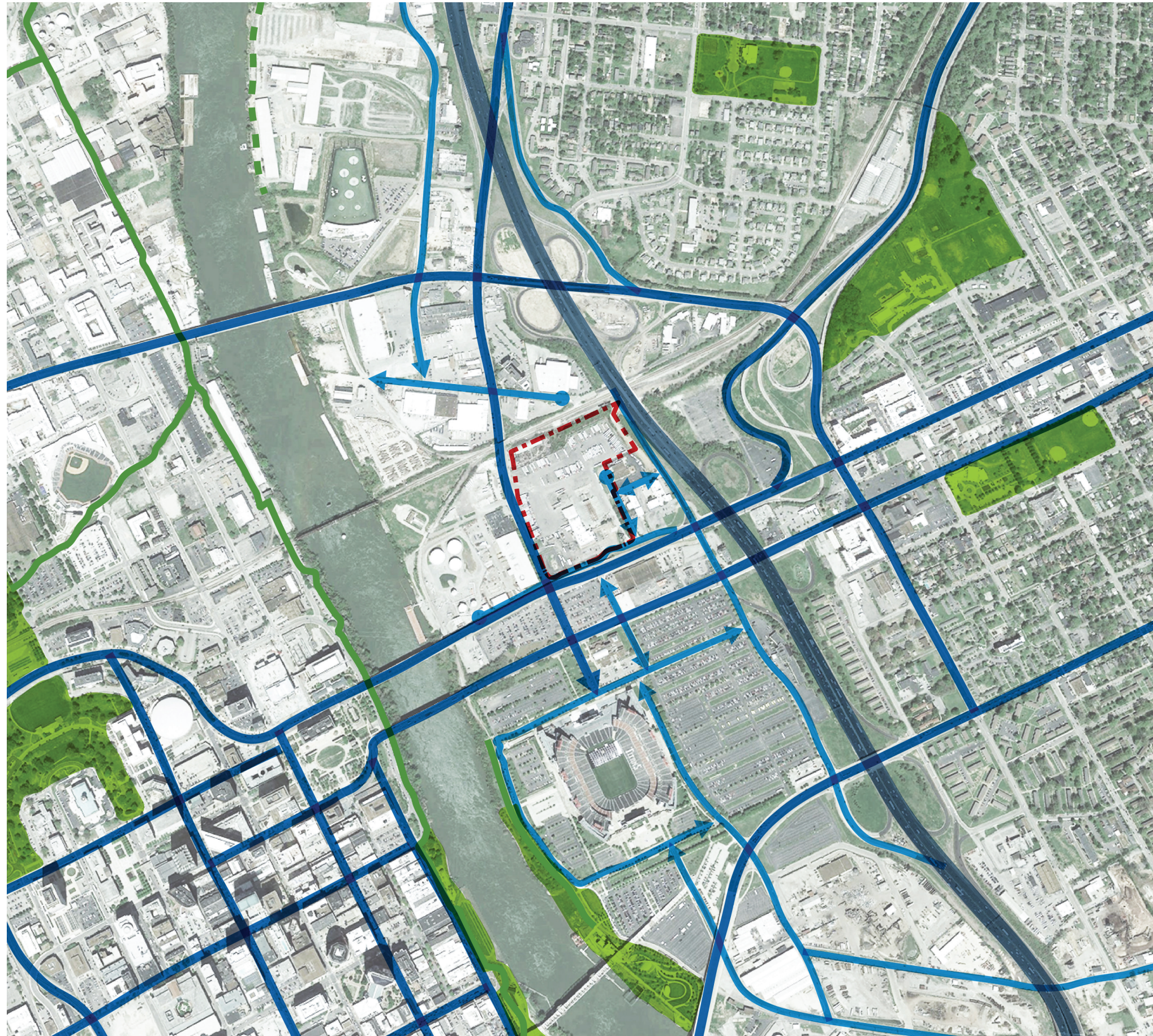
5 May 2021

Case No. 2020SP-047-002



HASTINGS





## Site Context + SP Purpose

The 111 N. 1st Street is located on the East Bank of the Cumberland River within the core of Downtown Nashville. The site is bounded by some of Nashville's most major thoroughfares: a CSX railway to the North, James Robertson Parkway to the South, I-24 to the East, and N. 1st Street to the West.

The site is currently zoned as IR, which supports Industrial uses. The current use as a truck stop, which is consistent with the existing IR zoning, provides amenities to Interstate travelers rather than allowing for the active, mixed-use, urban neighborhood envisioned within the urban core. The re-zoning of this property would allow it to become a vibrant neighborhood that serves to link the Downtown Core and East Nashville communities.

The Community Character policy for the property is T6 Downtown Neighborhood (09-T6-DN-EB-01). Like the heart of the Downtown core, this property is also considered a Tier One Center. The T6 policy supports an "Intense mixture of uses including commercial, office, governmental, residential, retail, and entertainment uses." High density and high-rise development are seen as appropriate characteristics of T6 Downtown development.

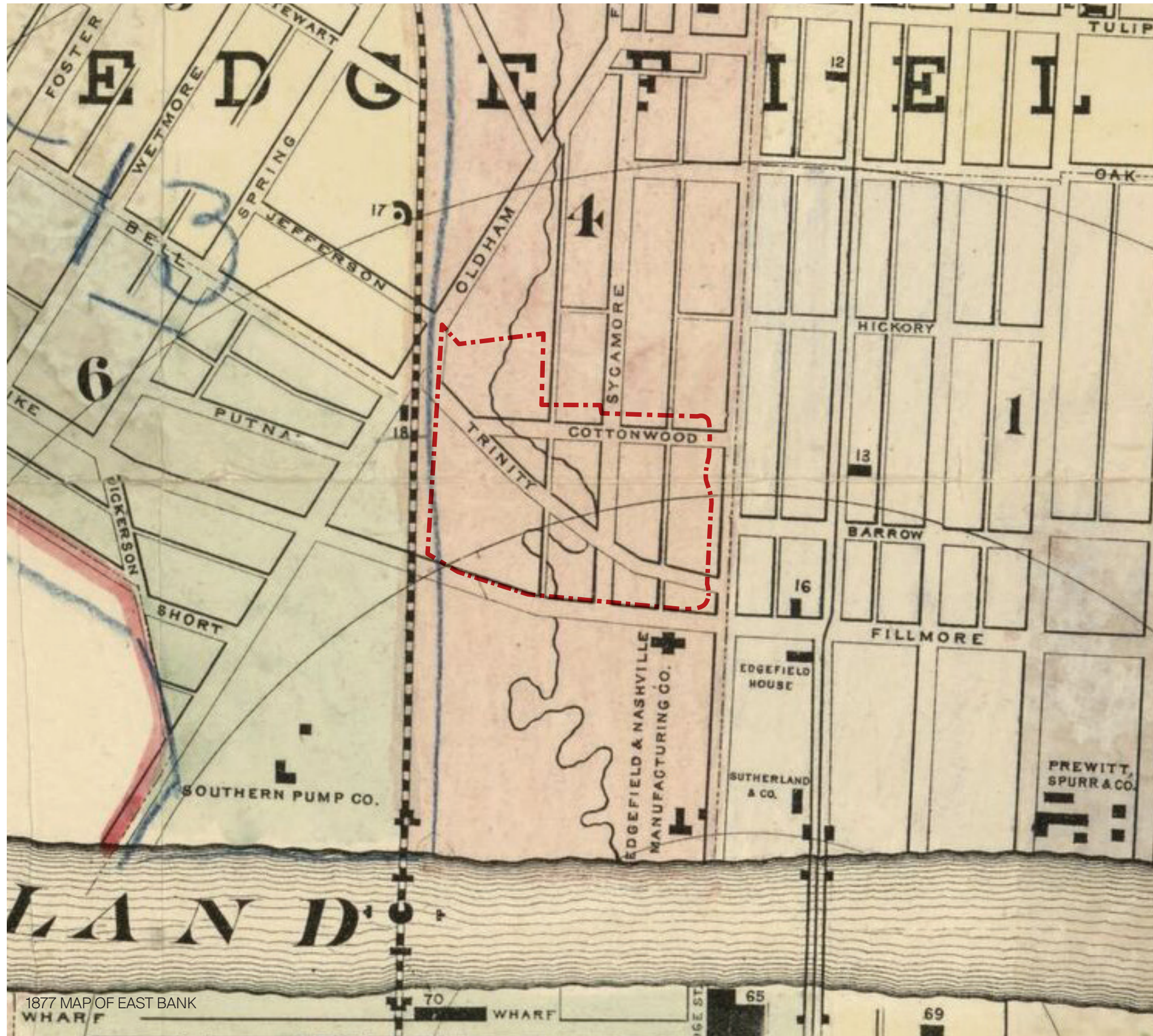
The Community Character Manual states that "the East Bank is one of Downtown's most significant untapped resources." The property at 111 N. 1st Street has the potential to begin to realize the Community Character Manual's vision for the East Bank. Adding a greater mix and intensity of uses to this site adds density to the core of the city, alleviating pressure from surrounding neighborhoods.

The parcel location fronting Main/James Robertson Parkway, Interstate 24, and N. 1st Street, in addition to potential future frontage along North/South Connectors, gives the site further importance at multiple key intersections. Interstate 24 and Main Street is designated as one of the primary Gateway Entrances to Downtown Nashville within the East Bank Community Plan.

High vehicular, bike, and pedestrian connectivity, in addition to a walkable, gridded street system are encouraged in all T6 Downtown Neighborhoods. The Community Character special policy for the East Bank notes the importance of a strong North/South connector, and proposes 2nd Street as an option to achieve this. Thereby, this development provides a valuable chance to set up opportunities for future connectivity as the East Bank continues to develop.

The standards and regulations of MUI-A, including the slight modifications made by this SP, implements the guidance of the Community Character Manual and the Downtown Community Plan.





## Site History

Since very early on in the development of the city of Nashville, the East Bank of the Cumberland River has been home to Industrial uses. As development moved East away from the banks of the river, the warehouses and manufacturing transitioned to mixed-use and largely residential neighborhoods. Historically, the land that is currently the 111 N. 1st Street parcel has been a variety of uses that tie together two identities of East Nashville- that of industry and neighborhoods.

By 1897, the site was home to manufacturing and warehousing, like J.O. Kirkpatrick and Son's Lumber Yard and St. Bernard Coal Co., in addition to many residential plots. During this time, the street grid was at a scale that allowed for connectivity to and between these various functions.

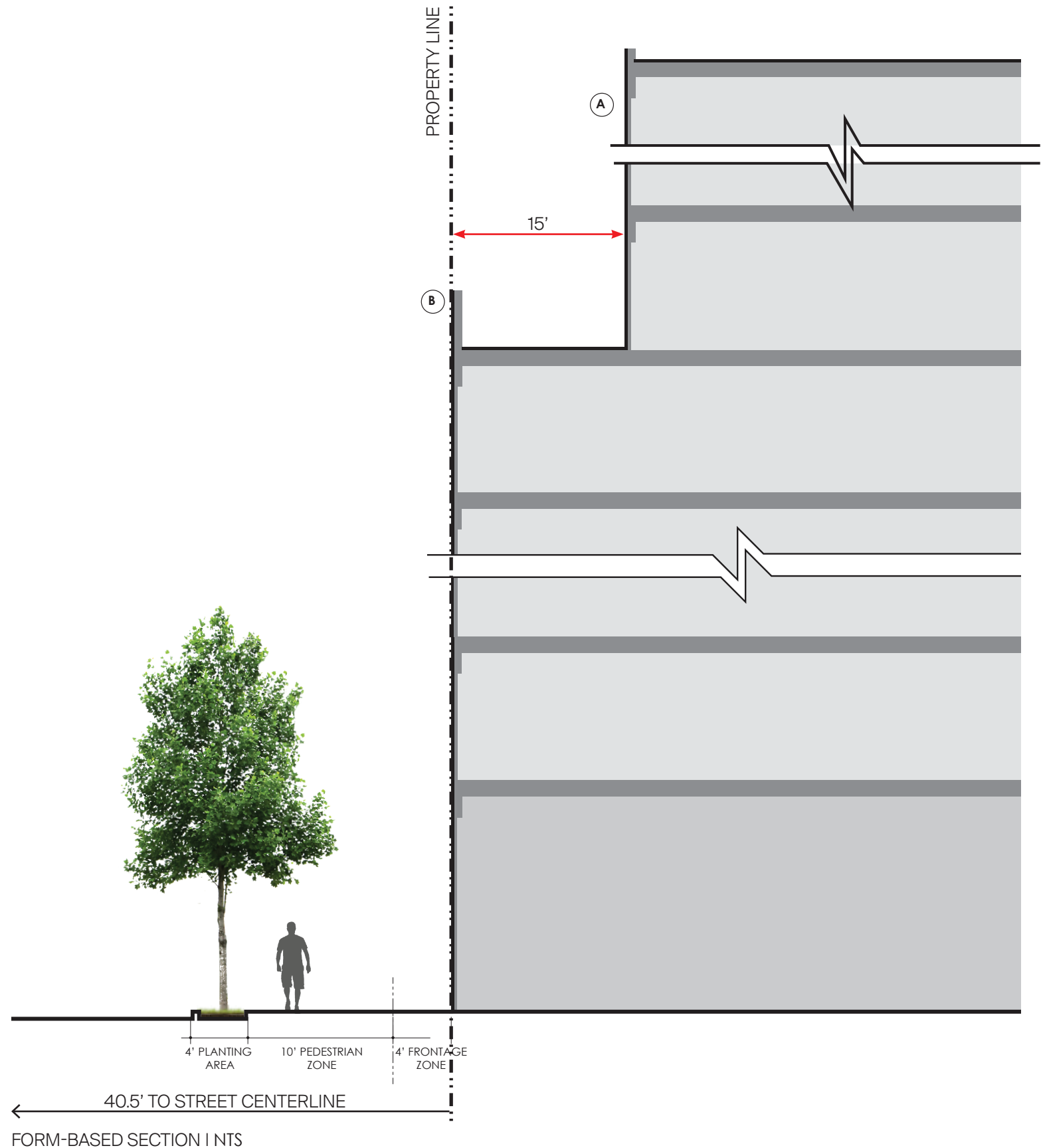
However, as the variety of uses in this area were reduced, the street network was similarly limited. The construction of Interstate 24 and the James Robertson Parkway bridge further obstructed vehicular and pedestrian connectivity in this area.

The majority of the property has operated as a truck stop since 1978.

1877 MAP OF EAST BANK  
WHARF



<b>Acreage</b>	17.94 acres (781,517 SF)
<b>Council District</b>	05: Sean Parker
<b>Zoning</b>	SP based on MUI-A
<b>FAR</b>	5.0
	The floor area designed and constructed for residential use shall not be counted in determining the floor area ratio of the building.
	The floor area used for the provision of off-street parking spaces or loading berths (and the driveways and maneuvering aisles for those spaces and berths) shall not be counted as floor area for the purpose of calculating floor area ratio when such spaces or berths are used to satisfy the parking demands for the principal use(s) on the parcel.
<b>ISR</b>	1.0 as per MUI-A
<b>MCSP requirements</b>	N. 1st Street is designated T6-M-AB4.
	MCSP standards are:
	<ul style="list-style-type: none"> <li>• Frontage zone: 4 feet</li> <li>• Pedestrian travelway: 10 feet</li> <li>• Planting area: 4 feet to include street trees in a green strip or tree wells (minimum 4'x6') and spaced regularly at intervals 30'-50'</li> <li>• Right-of-Way is provided for half of planned Major Separated Bikeway, as per MCSP requirements</li> </ul>
	The portion of Main Street and N. 2nd Street adjacent to this parcel are both Local Streets, and shall have a standard right-of-way designation of 50 feet, as per MCSP requirements.
	MCSP standards are:
	<ul style="list-style-type: none"> <li>• Pedestrian travelway: 8 feet</li> <li>• Planting area: 4 feet to include street trees in a green strip or tree wells (minimum 4'x6') and spaced regularly at intervals 30'-50'</li> </ul>
<b>Build-to-Zone</b>	0-15 feet
	Buildings may be allowed to locate beyond the 15' build-to line with planning staff approval at final site plan. Consideration will be based on site location, context, and design. Appropriate reasons could include, but not be limited to, publicly accessible open space, utility locations, and pedestrian oriented designs.
<b>Maximum Height</b>	(A) 30 stories*
	*Maximum Building Height along N. 1st Street is restricted according to percentage of frontage the building occupies. See Table 1.
<b>Step-back</b>	(B) 15 feet between the 4th to 8th story along N. 1st Street
<b>Min. Rear Setback</b>	None required
<b>Min. Side Setback</b>	None required
<b>Ground Floor Uses</b>	On the ground floor, active uses will extend along a minimum of 60% of N. 1st Street frontage not dedicated to vehicular access. Ground floor uses will be high-volume, active uses that contribute to the street life of the neighborhood. Appropriate uses include retail, restaurant, commercial uses, office, and residential.
<b>Permitted Uses</b>	Permitted uses shall be all uses permitted by MUI-A with the addition of a Microbrewery; Tasting room; Manufacturing, Light; Manufacturing, Artisan; Artisan Distillery; Theatre





**Measurement of Height**

Unless otherwise specified herein, the height of buildings shall be measured in stories.

- The maximum height for an individual story shall not exceed 30 feet from finished floor to finished floor for each of the first 2 stories, 18 feet floor to floor above the second story, and 25 feet for the top story of buildings greater than 5 stories.
- Basements are not considered stories for the purposes of determining building height.
- Building height shall be measured from each Street Frontage (excluding Other streets alleys) or Open Space.
- The height of a parking structure concealed by a building liner may be equal to the height of the liner, regardless of the number of stories. Building liners may exceed the maximum height limit for individual stories. If there is no liner to conceal the parking structure, its height is limited by the maximum number of stories allowed.

**North 1st Street Frontage**

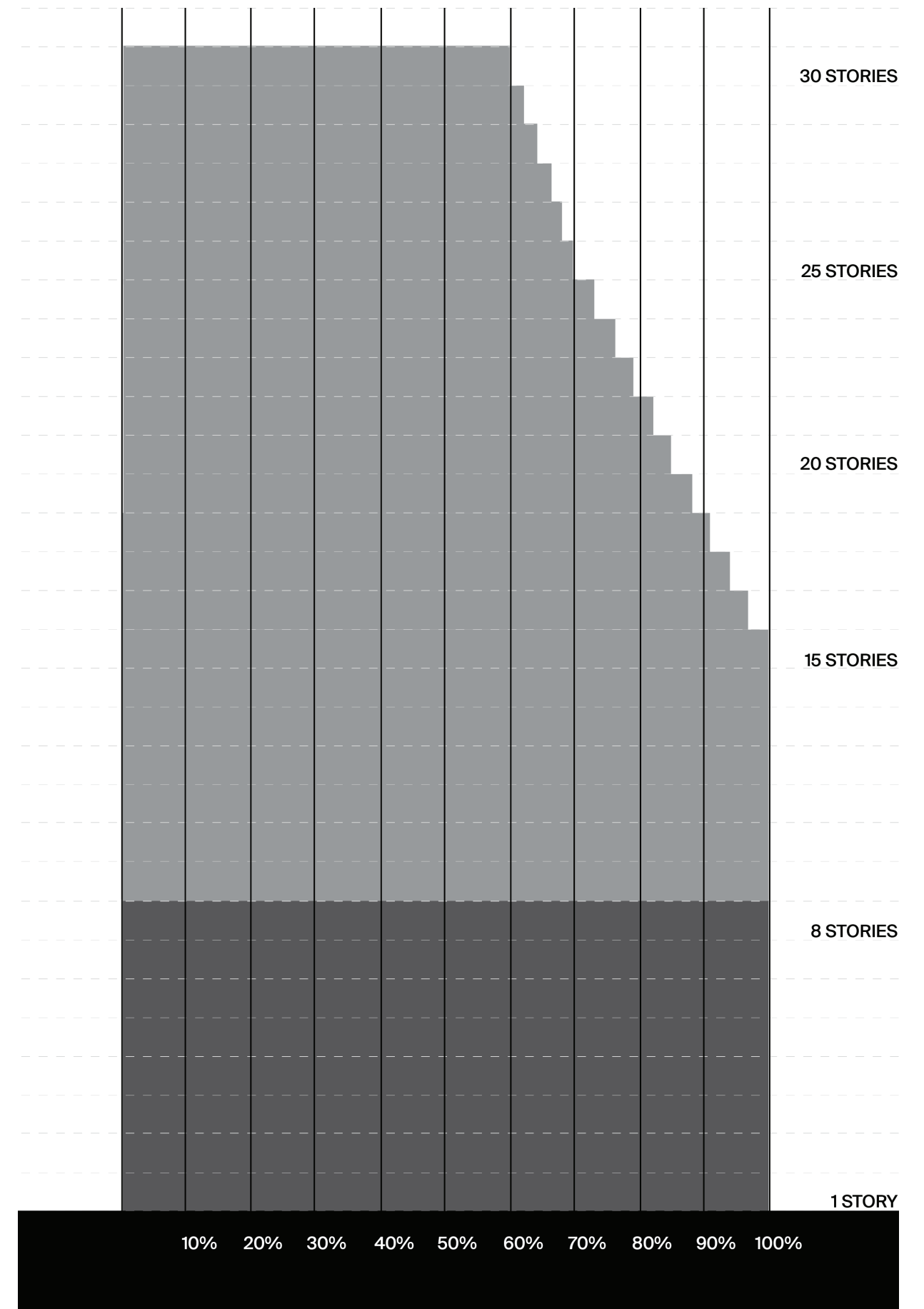
Maximum Building Height along N. 1st Street is restricted according to percentage of frontage the building occupies. See Table 1.

If right-of-way is later dedicated, total frontage may be measured to the centerline of the new right-of-way for the purposes of height calculations.

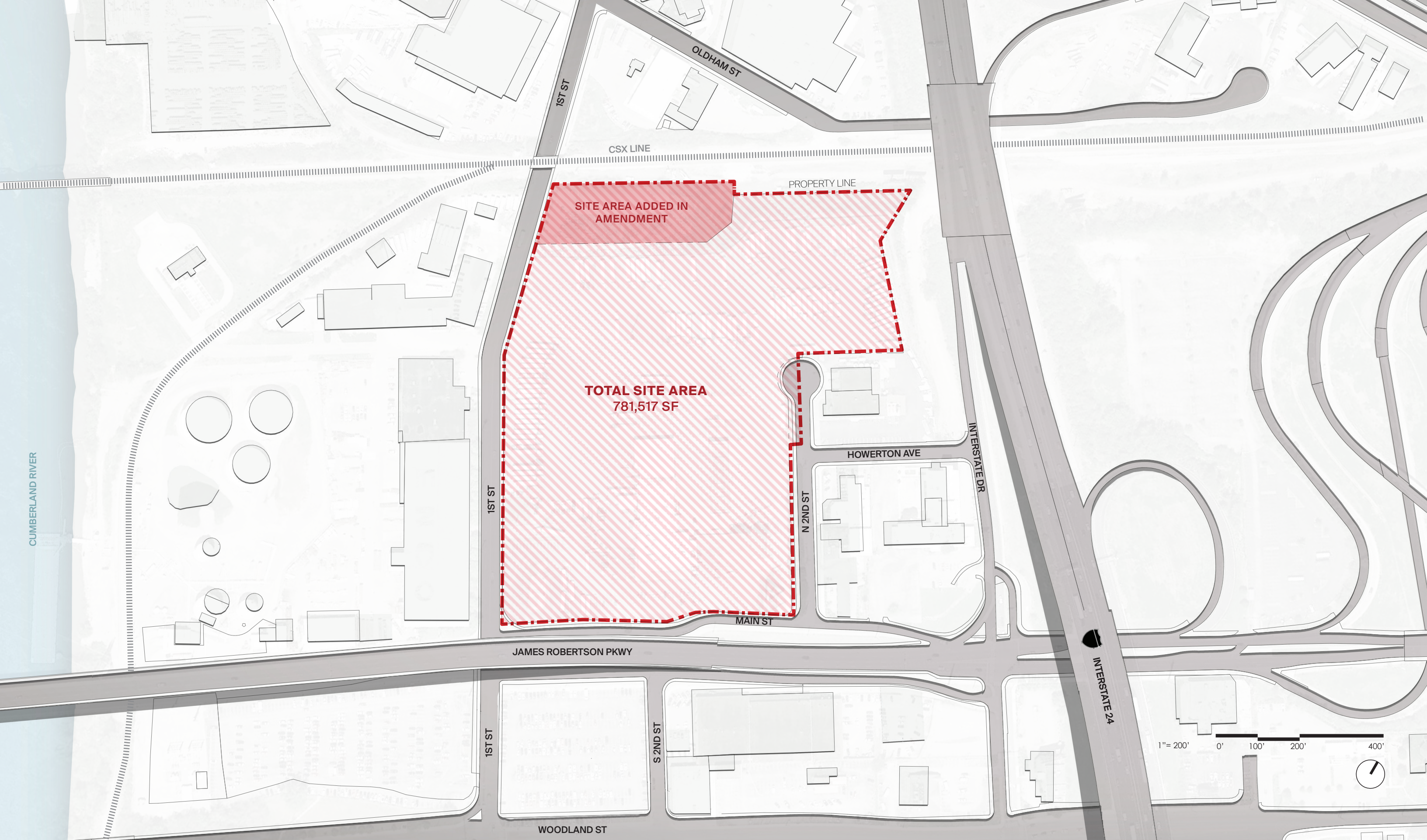
Step-back shall be measured from existing property line

**Table 1**

<b>% OF NORTH 1ST STREET FRONTAGE OCCUPIED BY BUILDING</b>	<b>MAXIMUM ALLOWABLE HEIGHT</b>
0%-60%	30 STORIES
60%-62%	29 STORIES
62%-64%	28 STORIES
64%-66%	27 STORIES
66%-68%	26 STORIES
68%-70%	25 STORIES
70%-73%	24 STORIES
73%-76%	23 STORIES
76%-79%	22 STORIES
79%-82%	21 STORIES
82%-85%	20 STORIES
85%-88%	19 STORIES
88%-91%	18 STORIES
91%-94%	17 STORIES
94%-97	16 STORIES
97%-100%	15 STORIES

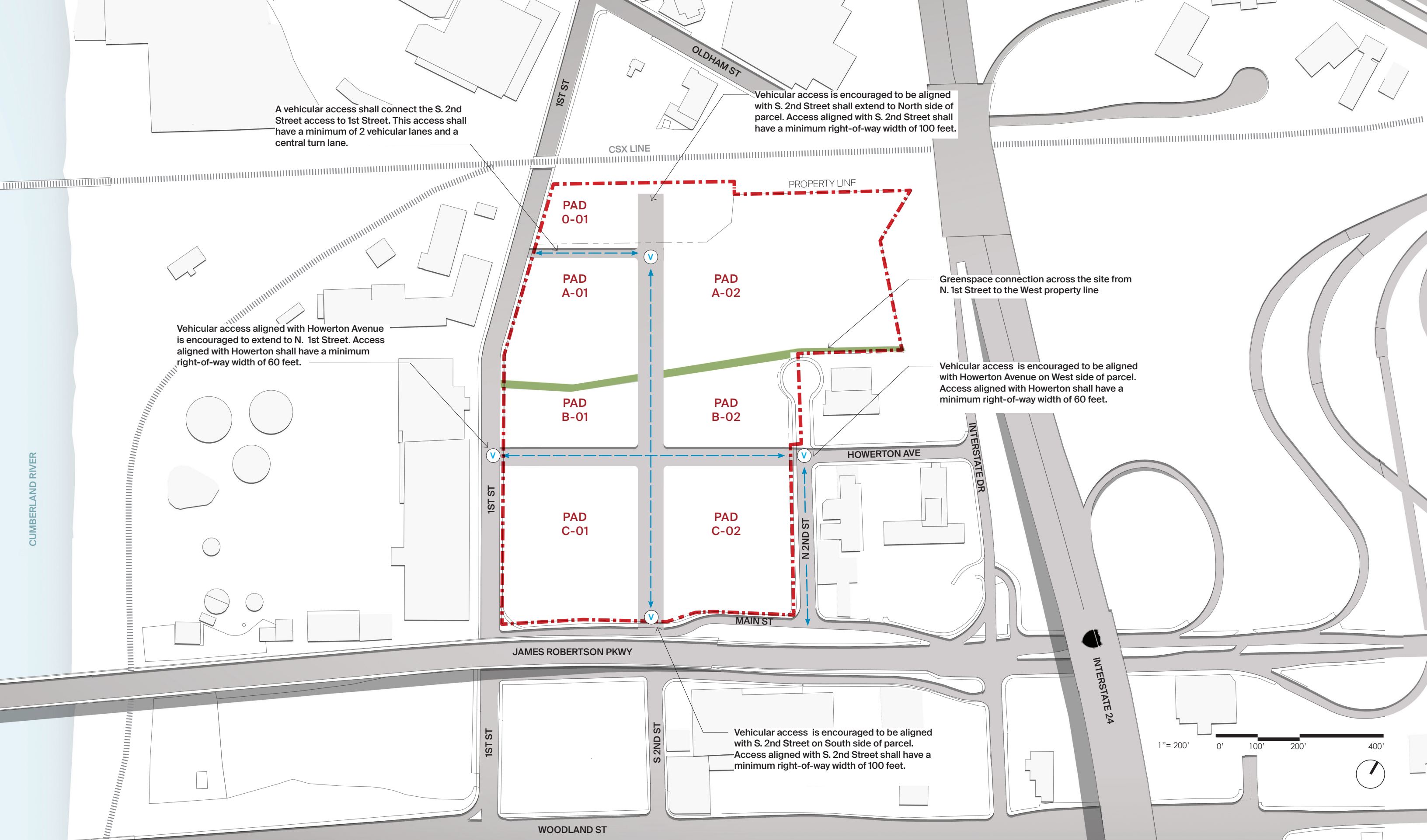






**EXISTING SITE PLAN DIAGRAM**





A vehicular access shall connect the S. 2nd Street access to 1st Street. This access shall have a minimum of 2 vehicular lanes and a central turn lane.

Vehicular access is encouraged to be aligned with S. 2nd Street shall extend to North side of parcel. Access aligned with S. 2nd Street shall have a minimum right-of-way width of 100 feet.

Vehicular access aligned with Howerton Avenue is encouraged to extend to N. 1st Street. Access aligned with Howerton shall have a minimum right-of-way width of 60 feet.

Greenspace connection across the site from N. 1st Street to the West property line

Vehicular access is encouraged to be aligned with Howerton Avenue on West side of parcel. Access aligned with Howerton shall have a minimum right-of-way width of 60 feet.

Vehicular access is encouraged to be aligned with S. 2nd Street on South side of parcel. Access aligned with S. 2nd Street shall have a minimum right-of-way width of 100 feet.

**SITE PLAN DIAGRAM**



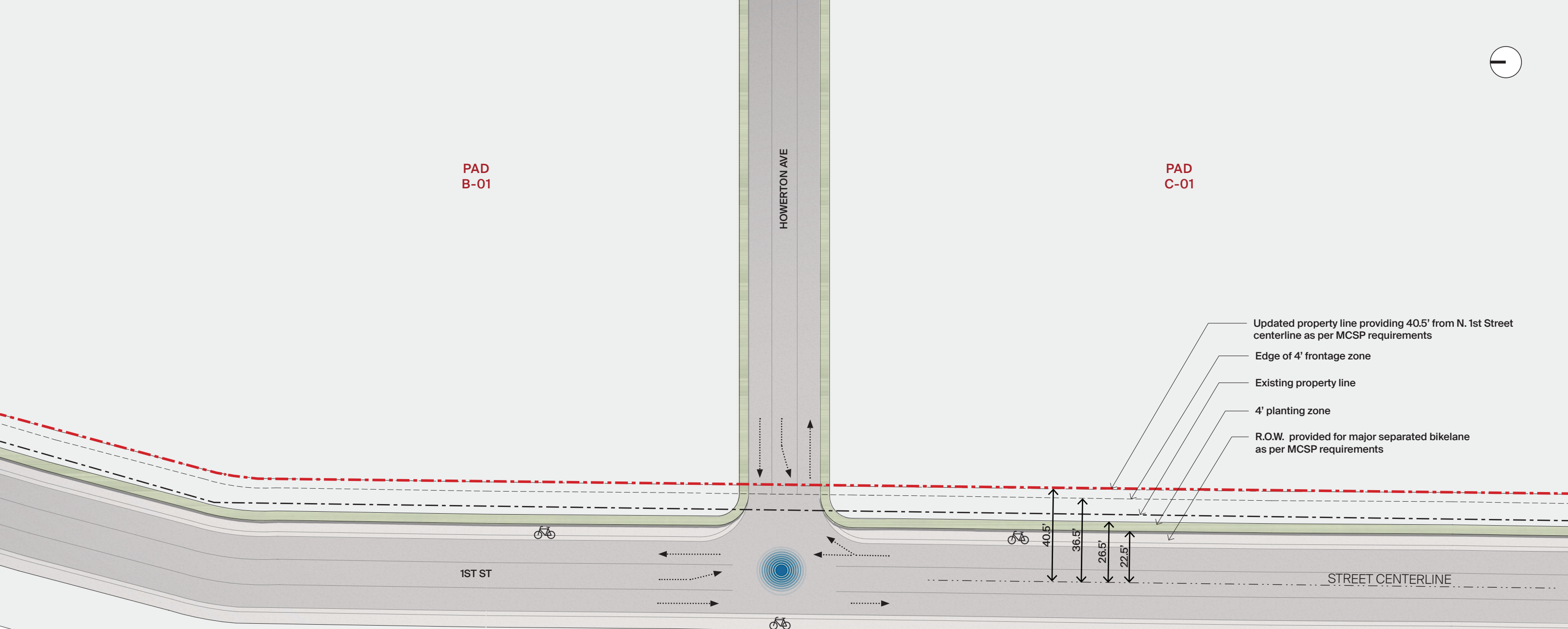


PAD  
B-01

PAD  
C-01

HOWERTON AVE

- Updated property line providing 40.5' from N. 1st Street centerline as per MCSP requirements
- Edge of 4' frontage zone
- Existing property line
- 4' planting zone
- R.O.W. provided for major separated bikelane as per MCSP requirements



1ST ST

STREET CENTERLINE

Signalized intersection with access drive  
connecting to Howerton Avenue to the East



### N. 1ST STREET RIGHT-OF-WAY





ACTIVE USE DIAGRAM

<b>MUI-A</b>	All exemptions and allowances afforded to MUI-A zoning in the zoning code are maintained by this SP, unless specifically addressed below.
<b>Building Standards</b>	<p>The following standards shall apply to the location of a building and its associated parking:</p> <ul style="list-style-type: none"> <li>• Sidewalks shall be constructed to the standard of the Major and Collector Street Plan or, if on a local street, to local street standards. The build-to zone for alternative zoning districts shall be measured from the Standard right-of-way line as established by the table entitled "Standard Street Right-of-Way Widths" in the Major and Collector Street Plan. Streets included in the Major and Collector Street Plan are not eligible for the in-lieu fee in Section 17.20.120.D.</li> <li>• A primary entrance to the building shall be located along the building façade along a public right-of-way. Main Street is exempted.</li> <li>• Street Level Parking Decks. Parking decks located fronting public Right-of-Way shall have no less than seventy-five percent of the lineal street frontage devoted to office or nonparking commercial uses, or in districts that only permit residential uses, residential uses at a minimum depth of twenty feet. A minimum of fifty percent of that wall area shall be glazed. That floor area shall be excluded from the calculation of floor area ratio. Main Street is exempted.</li> <li>• For first floor residential uses, a minimum raised foundation of 18–36" is required. The elevation of the foundation of live-work units shall not be required.</li> <li>ⓐ • Glazing on the first floor of any public street frontage shall be a minimum of forty percent for nonresidential uses and a minimum of twenty-five percent for residential uses. Main Street frontage is exempted.</li> <li>ⓑ • Glazing on the upper floors of active use along any public street frontage shall be a minimum of twenty-five percent.</li> <li>• A parcel that is sixty feet wide or greater shall have the front facade of the building extend across at least 60 percent of the parcel's frontage.</li> <li>• A parcel less than sixty feet wide shall have the building's front facade extend across the full width of the parcel in mixed-use, office and commercial districts.</li> <li>• If an improved alley is not present or required, an opening of up to twenty-six feet wide shall be permitted, regardless of the requirements above.</li> <li>• Parking shall be permitted only at the sides and rears of buildings. Main Street is exempted.</li> <li>• For sites with frontage along Main Street, if at the time of final site plan approval there are agreements in place to change the alignment of James Robertson to at grade then glazing standards, parking restrictions, and other design considerations applicable to other portions of the development may apply to the Main Street sites.</li> </ul>
<b>17.24.230 Landscape Buffer-yard Requirements</b>	None required
<b>17.32.120 On-premises signs</b>	No changes
<b>Prohibited Materials</b>	EIFS, vinyl siding, and untreated wood
<b>Open Space</b>	Open space is a vital aspect of any healthy urban neighborhood. In addition to the Greenspace connection across the site, active outdoor spaces are encouraged to be included in each pad development. Where possible, buildings and parcels should generally be oriented toward open spaces to encourage safe interactive use.



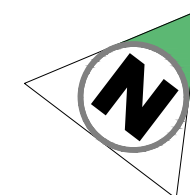
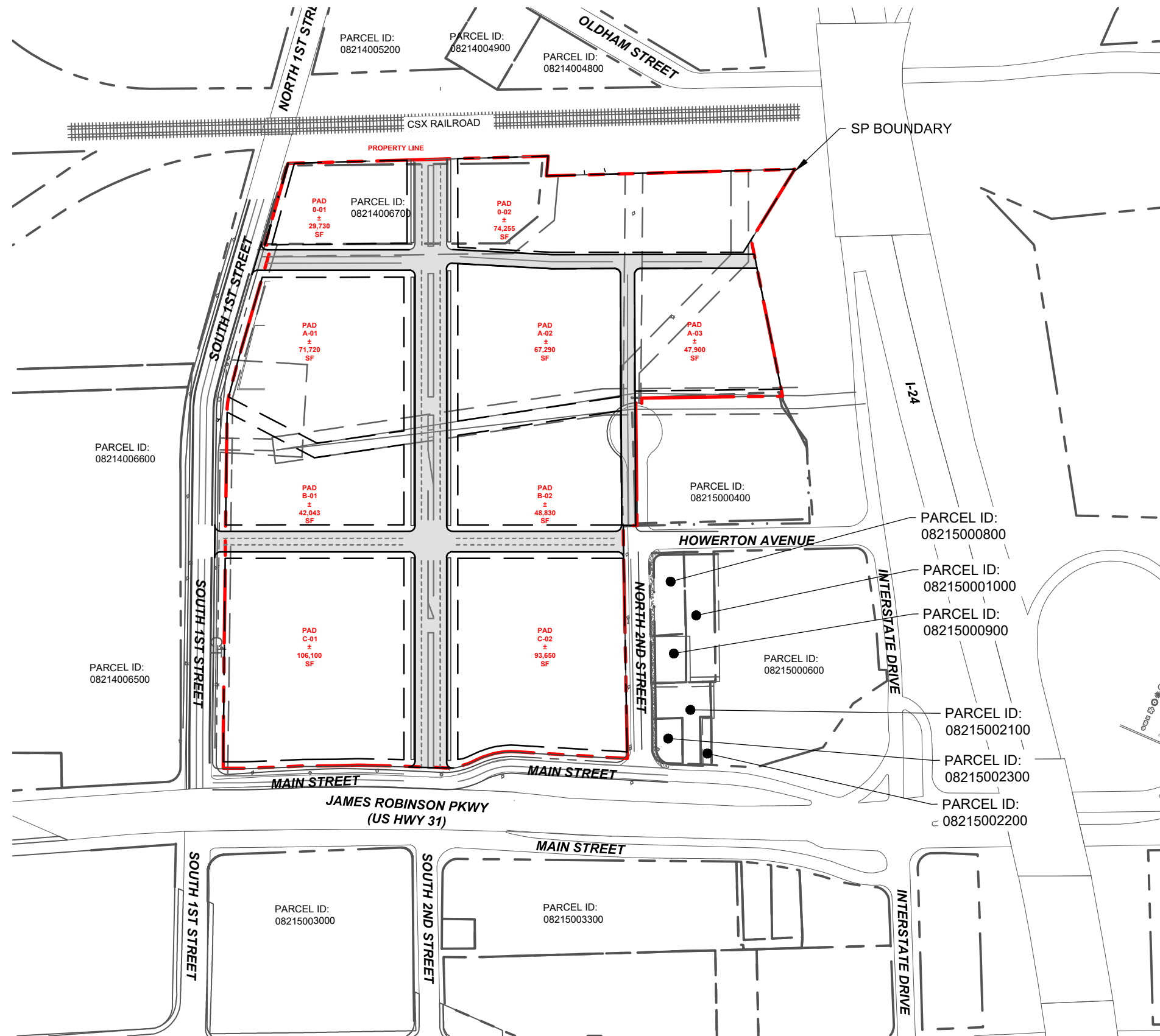
<b>Vehicular Access</b>	<p>Main vehicular access to be aligned with S. 2nd Street and Howerton Avenue.</p> <p>Additional access may be from any or all of the following:</p> <ul style="list-style-type: none"> <li>• a shared access easement</li> <li>• additional curb cuts along N. 1st Street</li> <li>• additional curb cuts along Main Street</li> <li>• additional curb cuts along James Robertson Parkway</li> <li>• additional curb cuts along N. 2nd Street</li> </ul> <p>No more than 35 percent of any site frontage and/or 60 feet, whichever is greater, can be dedicated to a vehicular garage entry or loading entry on any street.</p> <p>Prior to any final site plan submittal, a pre application meeting shall be held to address design considerations and access. Access and back of house functions shall be coordinated with Planning and Public Works and limited to the greatest extent possible with priority given to secondary streets for location of access and back of house functions.</p>
<b>Parking</b>	<p>Per the DTC</p> <p>Parking may be shared across the site and any future property lines, regardless of ownership.</p> <p>Shared parking may be allowed according to the provisions of 17.20.100 of the zoning code.</p>
<b>Garage Screening</b>	<p>All parking structures visible from public streets shall include architectural cladding. Modification may be considered in limited instances by Planning staff.</p> <p>Ⓔ Upper level facades of parking structures facing public streets shall have unobscured openings to a maximum of 60% of the total facade.</p>



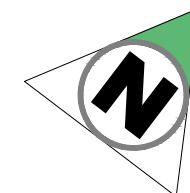
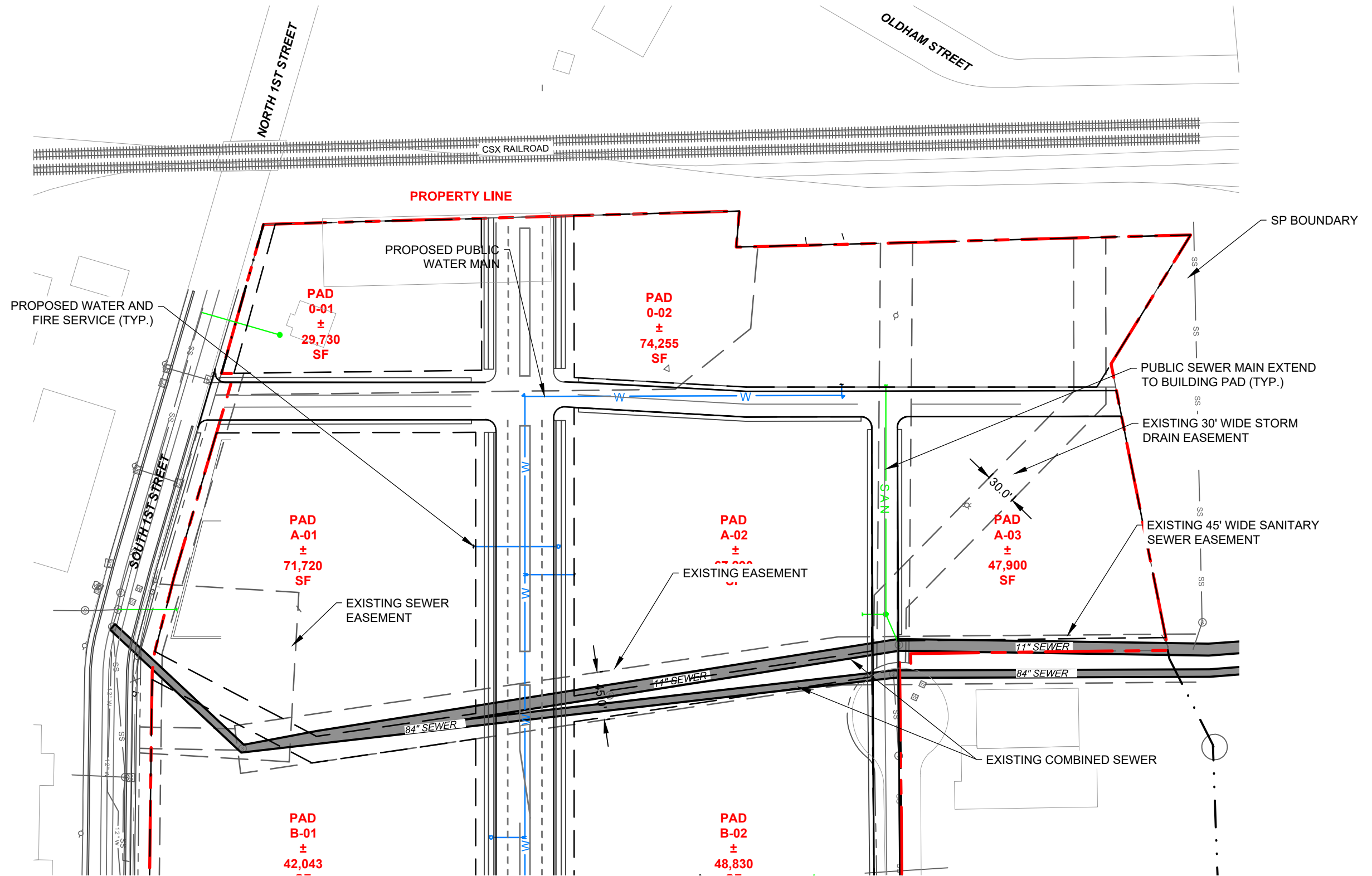
GARAGE DIAGRAM - NTS



- METRO PUBLIC WORKS NOTES:**
1. THE FINAL SITE PLAN / BUILDING PERMIT SHALL DEPICT THE REQUIRED PUBLIC SIDEWALKS, ANY REQUIRED GRASS STRIP FRONTAGE 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. PARKING RATIOS SHALL BE PROVIDED AT OR ABOVE THE REQUIREMENTS NOTED IN THIS DOCUMENT.
  2. REQUIRED RIGHT-OF-WAY WITHIN THE PROJECT SITE THAT IS IDENTIFIED AS NECESSARY TO MEET THE ADOPTED ROADWAY PLANS SHALL BE DEDICATED.
  3. 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.
  4. THE DESIGN OF THE PUBLIC INFRASTRUCTURE IS TO BE COORDINATED WITH THE FINAL SP. THE ROADS, PEDESTRIAN INFRASTRUCTURE, BICYCLE ROUTES, ETC. ARE TO BE DESIGNED AND CONSTRUCTED PER MPW STANDARDS AND SPECIFICATIONS.
  5. ALL CONSTRUCTION WITHIN THE RIGHT OF WAY SHALL COMPLY WITH ADA AND METRO PUBLIC WORKS STANDARDS AND SPECIFICATIONS.
  6. ALL SOLID WASTE AND RECYCLING COLLECTION FOR THE SITE WILL BE HANDLED BY A PRIVATE HAULER/SERVICE.
- NES NOTES:**
1. WHERE FEASIBLE, THIS DEVELOPMENT WILL BE SERVED WITH UNDERGROUND POWER AND PAD-MOUNTED TRANSFORMERS.
  2. NEW FACILITIES WILL NOT BE ALLOWED TO SIT IN OR 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.
- FEMA NOTE:**
- THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS 0.2% ANNUAL CHANCE FLOOD HAZARD, ZONE X, ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP PANEL NUMBER 47037C0242H, DATED APRIL 5, 2017.
- 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 SEC. 1568.020B.
  3. ALL FIRE DEPARTMENT ACCESS ROADS SHALL BE 20 FEET MINIMUM WIDTH AND SHALL HAVE AN UNOBSTRUCTED VERTICAL CLEARANCE OF 13.5 FEET.
  4. IF MORE THAN THREE STORIES ABOVE GRADE, CLASS 1 STANDPIPE SYSTEM SHALL BE INSTALLED.
  5. THE DESIGN OF THE PUBLIC INFRASTRUCTURE IS TO BE COORDINATED WITH THE FINAL SP. THE ROADS, PEDESTRIAN INFRASTRUCTURE, BICYCLE ROUTES, ETC. ARE TO BE DESIGNED AND CONSTRUCTED PER MPW STANDARDS AND SPECIFICATIONS.
  6. ALL CONSTRUCTION WITHIN THE RIGHT OF WAY SHALL COMPLY WITH ADA AND METRO PUBLIC WORKS STANDARDS AND SPECIFICATIONS.
- LANDSCAPE NOTE:**
- THE PLAN SHALL COMPLY WITH ALL PROVISIONS OF THE LANDSCAPE PLAN IN CHAPTER 17.24 OF THE METRO NASHVILLE DAVIDSON CODE AND THE FINAL SITE PLAN WILL REFLECT THIS WITH THE SUBMITTAL OF A LANDSCAPE PLAN.
- STORMWATER NOTES:**
1. NOTE: 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.
  2. PRELIMINARY PLAN NOTE: THIS DRAWING IS FOR ILLUSTRATION 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.
  3. SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO R.O.W IS 15" CMP).
  4. METRO WATER SERVICE 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.
  5. ALL LOTS SHALL HAVE INDIVIDUAL WATER AND SEWER SERVICE.



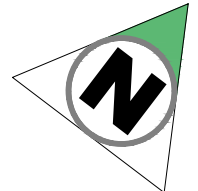
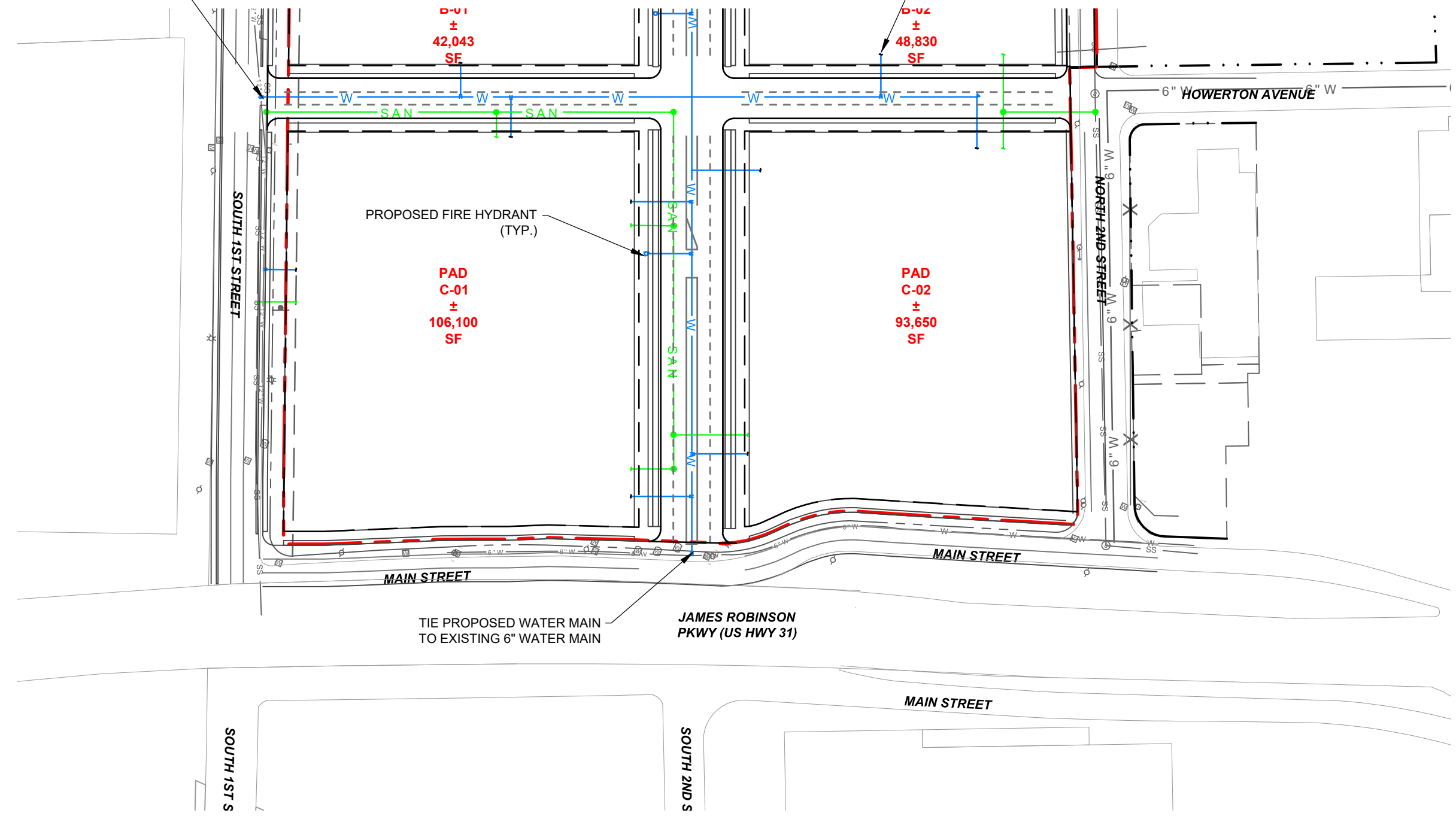




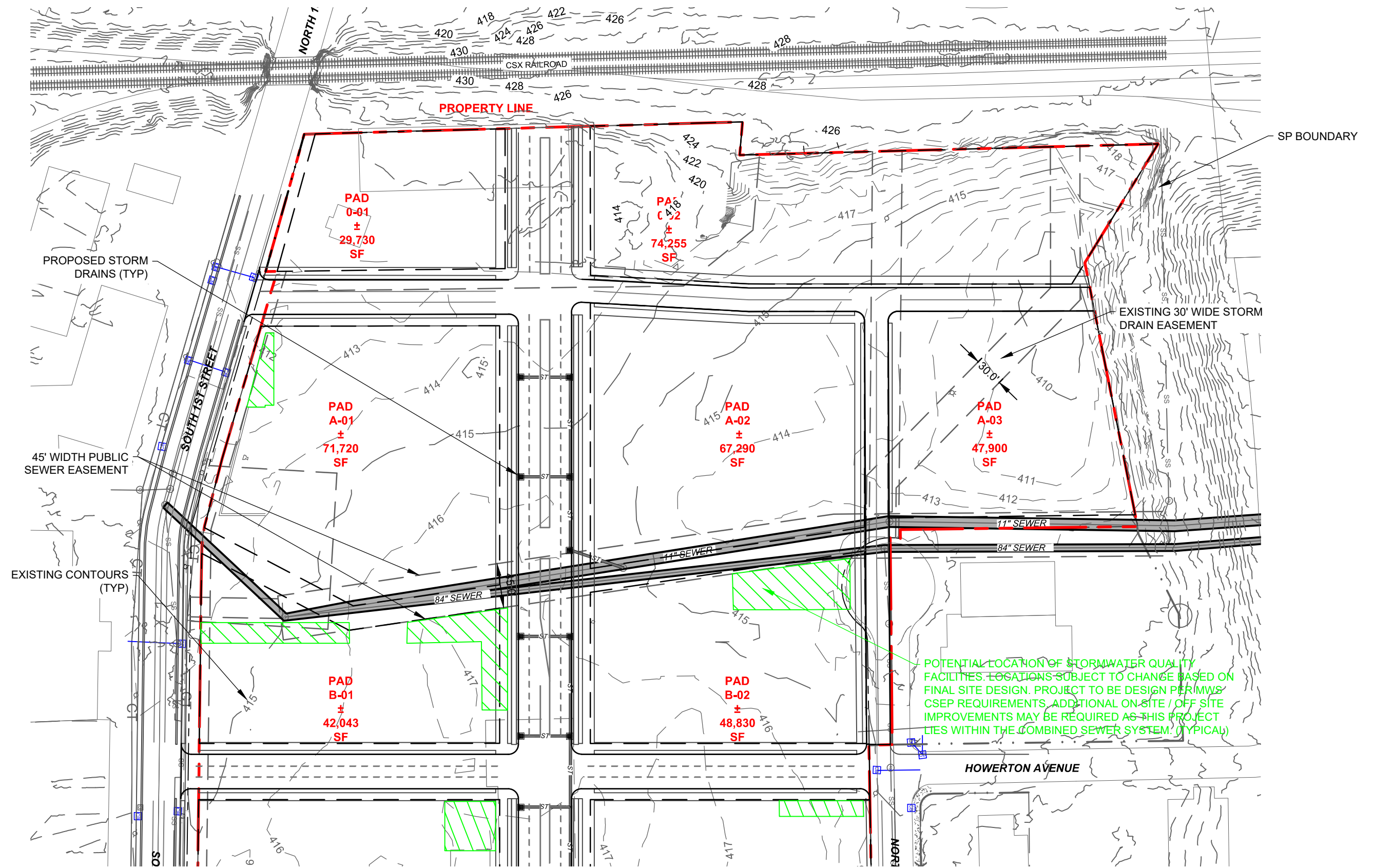


TIE PROPOSED WATER MAIN TO EXISTING 12" WATER MAIN

PROPOSED WATER AND FIRE SERVICES (TYP)








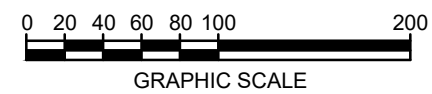
Hastings Architecture  
Nashville Tn.

111 N. First Street  
Map 82-15, Parcel 219  
Map 82-14, Parcel 67

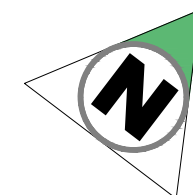
Civil Engineers | Architects | Planners | Landscape Architects



6606 CHARLOTTE PIKE, SUITE 210  
NASHVILLE, TENNESSEE 37209  
615.356.9911 PHONE  
615.352.6737 FAX  
BCA Proj. No. 2064-101



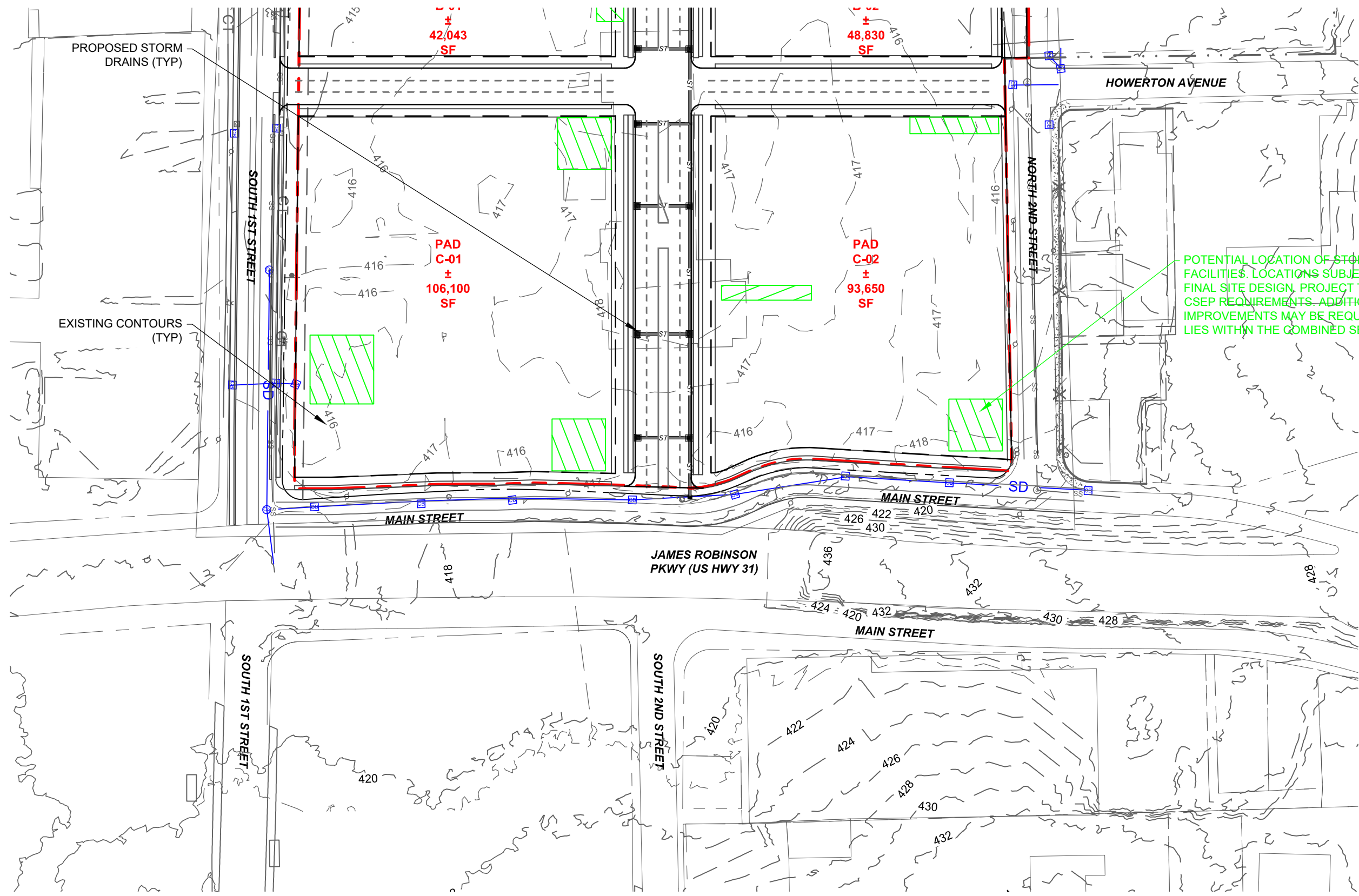
14 April 2021



Site Grading  
C-3A

Case No.  
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POTENTIAL LOCATION OF STORMWATER QUALITY FACILITIES. LOCATIONS SUBJECT TO CHANGE BASED ON FINAL SITE DESIGN. PROJECT TO BE DESIGN PER MWS CSEP REQUIREMENTS. ADDITIONAL ON SITE / OFF SITE IMPROVEMENTS MAY BE REQUIRED AS THIS PROJECT LIES WITHIN THE COMBINED SEWER SYSTEM. (TYPICAL)

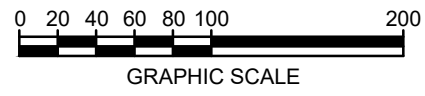
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111 N. First Street  
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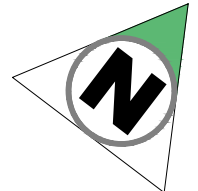
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C-3B

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