



Specific Plan

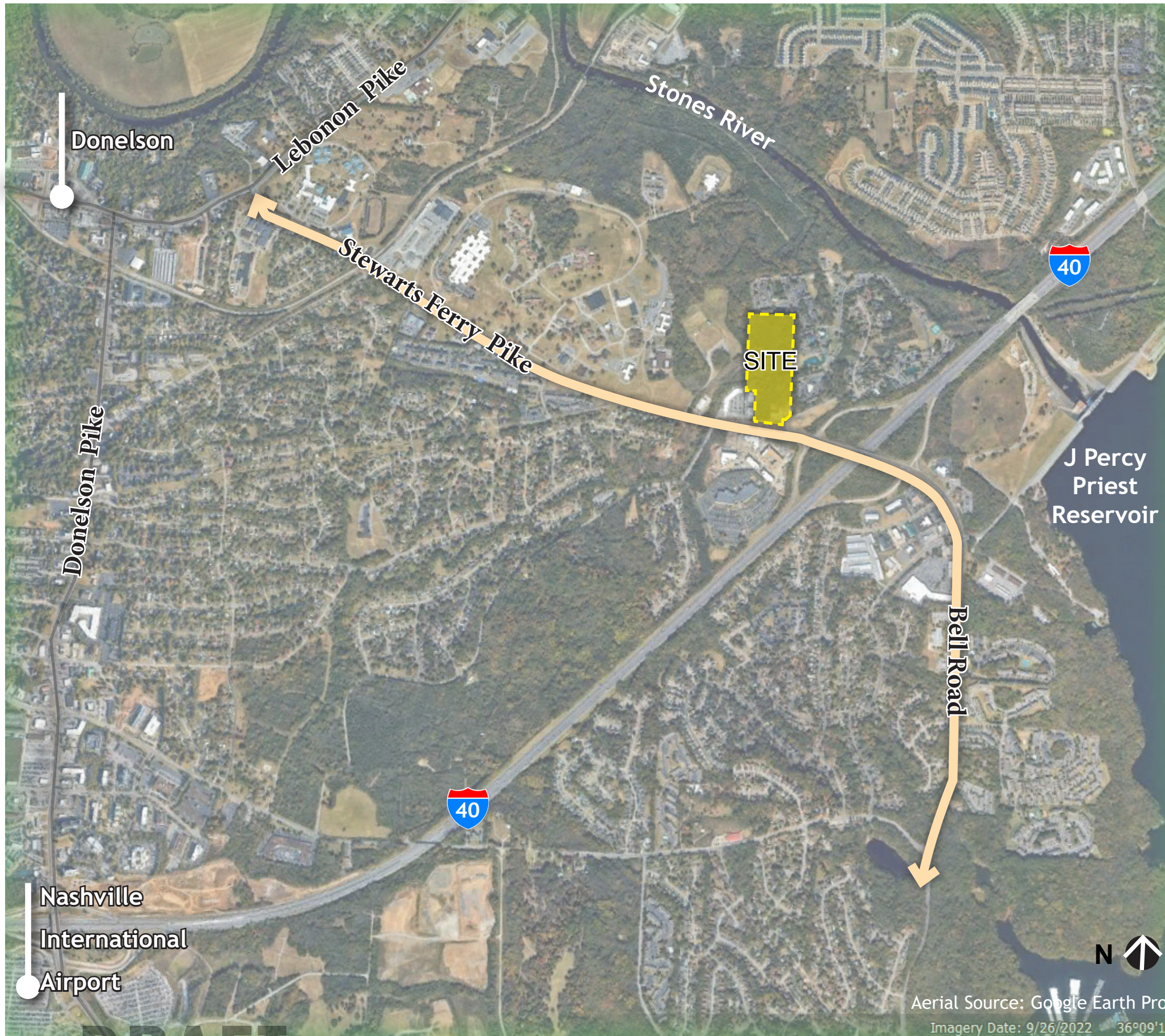
605 STEWARTS FERRY

Stewarts Ferry Pike + Lauer Drive

Case No. 2024SP-011-001

Revised 8/1/2024





This site is located approximately 11 miles east of downtown Nashville. The nearest arterial roads are Stewarts Ferry Pike to the south and Interstate 40 (I-40) to the east.

Site Information

- Case No. 2024SP-011-001
- Total Acreage = 22.31
- Parcel IDs = 09600000502 & 09600000501
- Nashville, Tennessee
- Council District 14- Jordan Huffman

The intent of the SP is to create a regulatory specific plan that implements the intent of the community plan policies through application of zones based on MUL and RM20 zoning districts, but provides development flexibility, while determining access location and greenway requirements.

Developer/Applicant

- Oldacre McDonald, LLC
- Contact: Eric Flynn
- Email: eflynn@oldacremcdonald.com

Property Owners

See page 5

Planner

- Barge Design Solutions, Inc.
- 615 3rd Avenue South, Suite 700
- Nashville, TN 37210
- Phone: (615) 252-4344
- Contact: Cherie Akers
- Email: Cherie.Akers@bargedesign.com



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Community Character Policy

T3-NE Suburban Neighborhood Evolving: Create and enhance suburban neighborhoods with the best qualities of classic suburban neighborhoods - greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

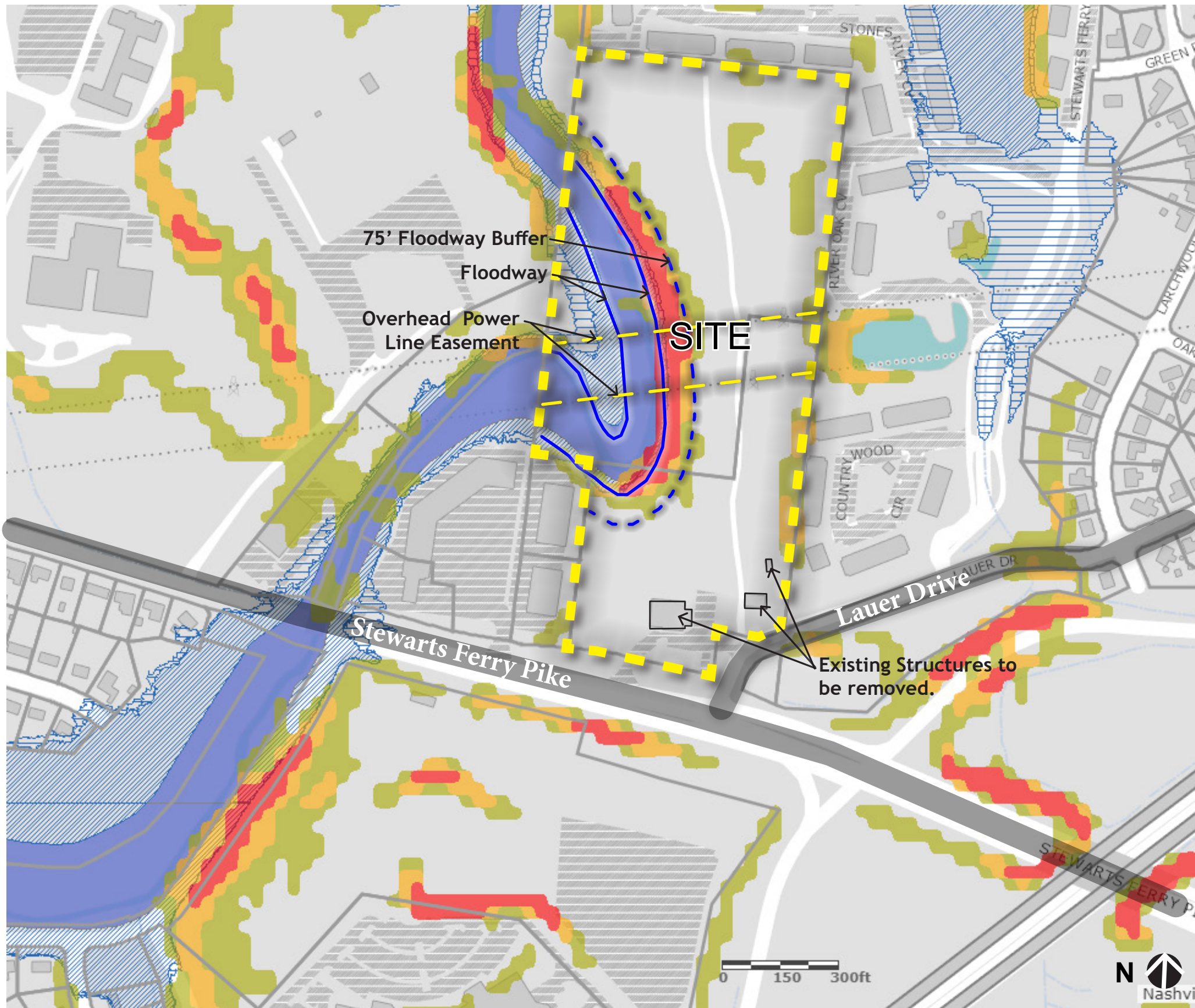
T3-CC Suburban Community Center: Create and enhance suburban community centers encouraging their development or redevelopment as intense mixed use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm.

CO Conservation: Its intent is to keep undisturbed environmentally sensitive land features in a natural state and re mediate environmentally sensitive features that have been disturbed when new development or redevelopment takes place. Any new development is minimal to protect water quality, minimize infrastructure and public service costs, and preserve the unique environmental diversity of Davidson County, which is important to a healthy economy and overall sustainability.

Legend

- CO Conservation
- D MI District Major Institution
- T3 NE Suburban Neighborhood Evolving
- T3 CC Suburban Community Center

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Legend

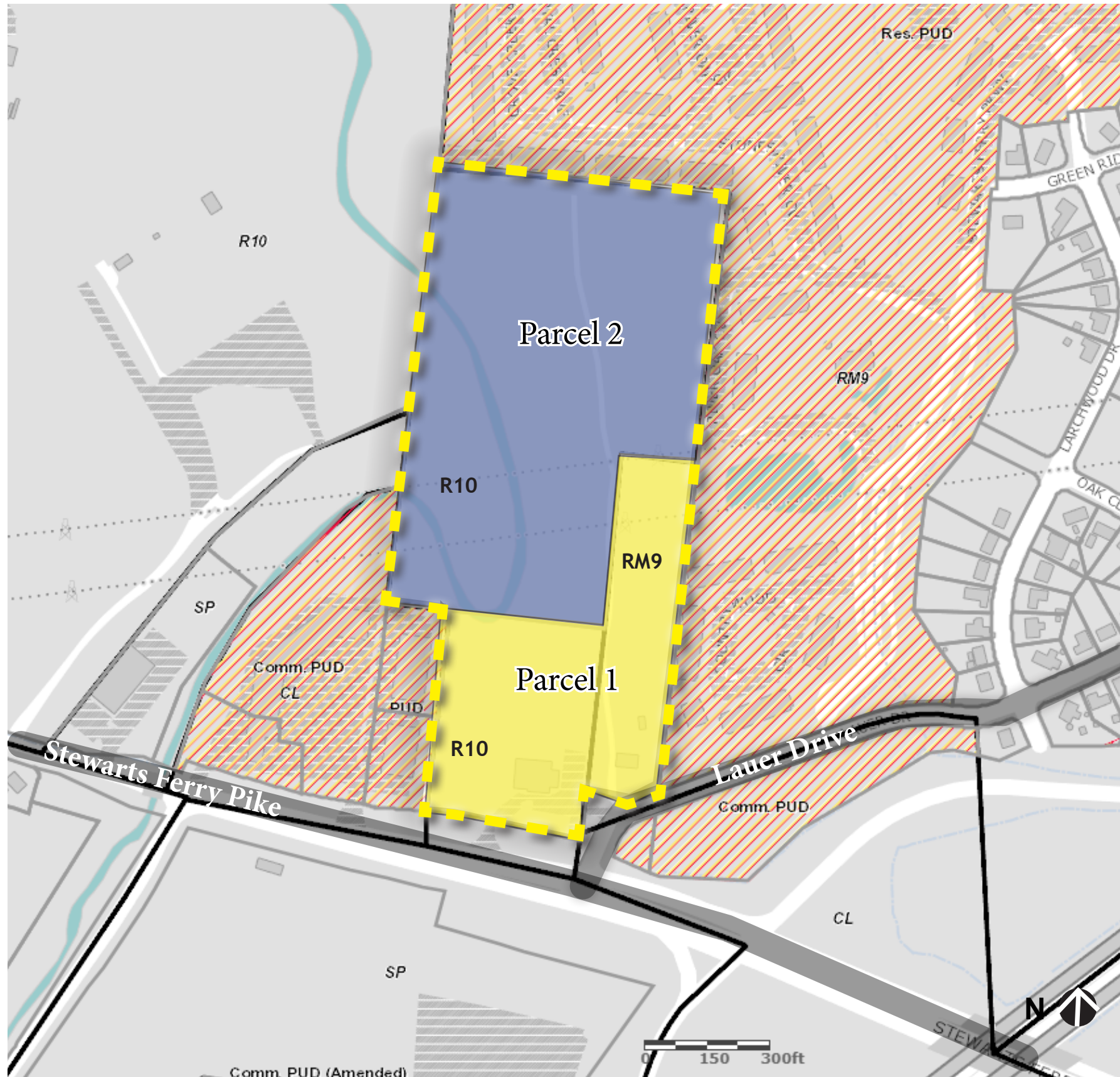
- Slope > 25 Percent
- Slope 20-25 Percent
- Slope 15-20 Percent
- Floodway
- 100 Year Floodplain
- 500 Year Floodplain

*FEMA Flood Panel: 47037C0267H effective 4/5/2017

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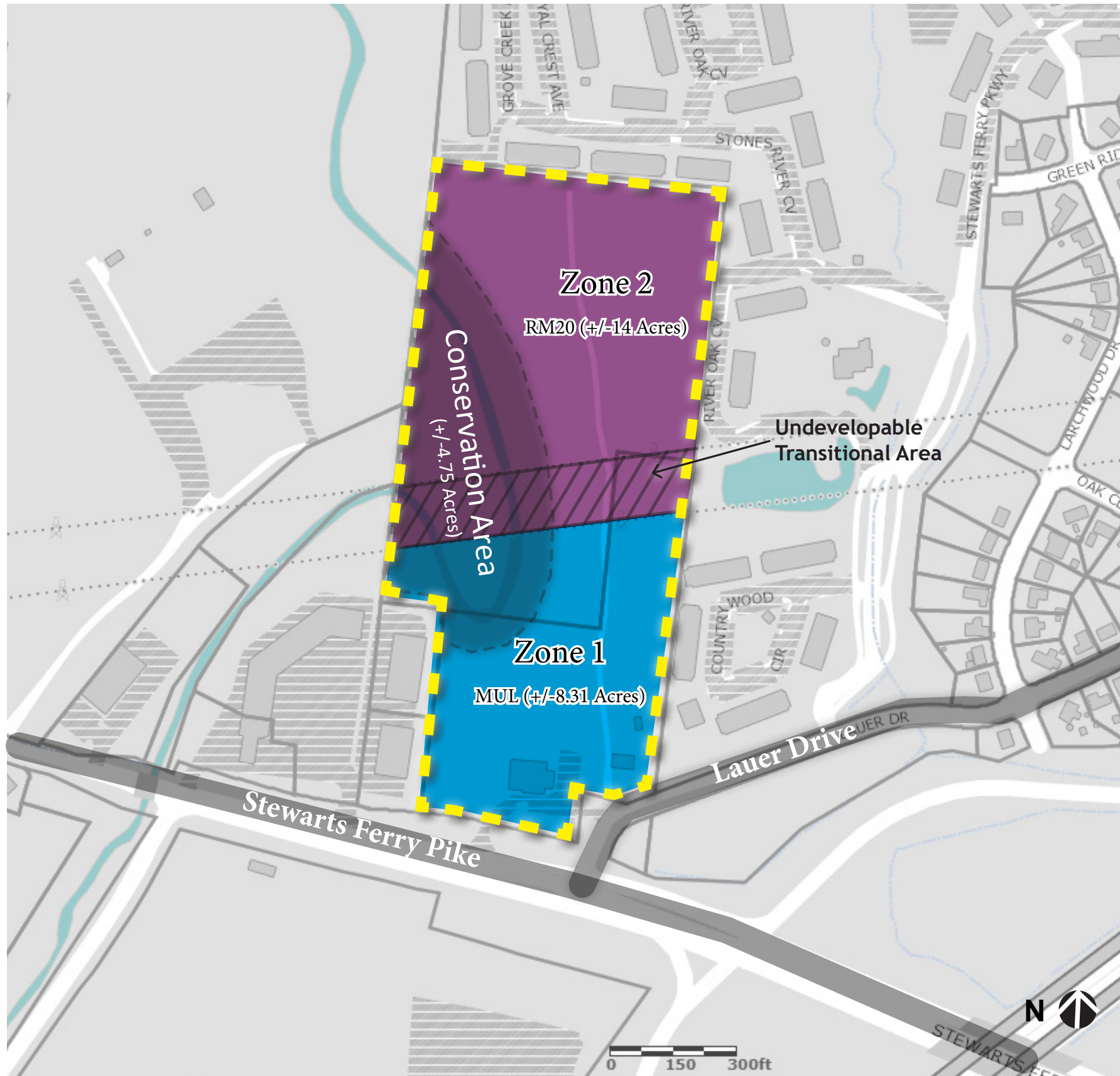
Existing Conditions

Revised 8/1/2024



	Parcel 1	Parcel 2
Parcel ID	09600000502	09600000501
Acreage	7.61	14.7
Address	605 STEWARTS FERRY PIKE	0 STEWARTS FERRY PIKE
Existing Zoning	R10 / RM9	R10
Owner	CONNECTION UNITED METHODIST CHURCH, INC	CONNECTION UNITED METHODIST CHURCH, INC

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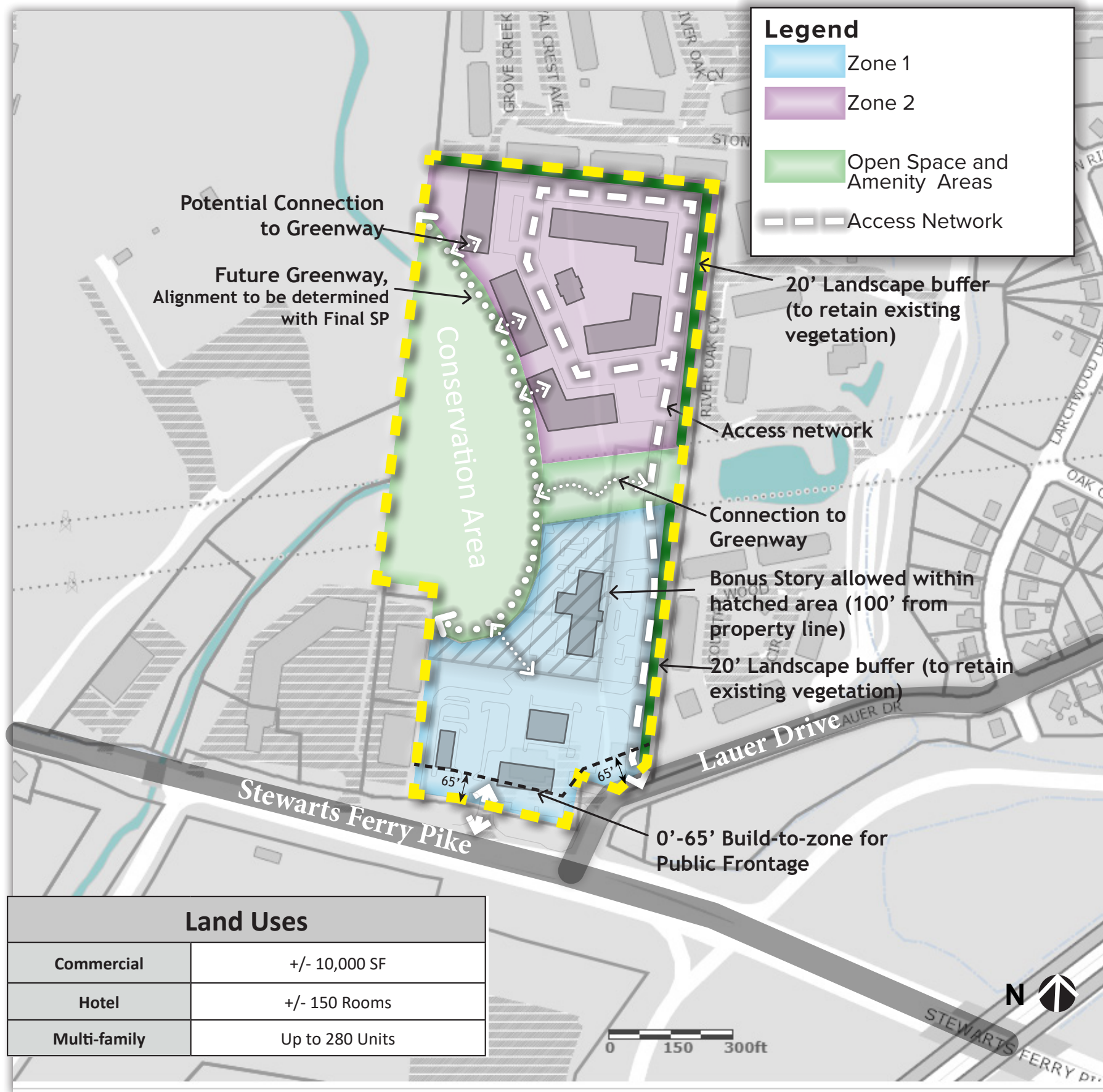


The purpose of this regulatory SP is to permit up to 10,000 SF of commercial, up to 150 hotel rooms, and up to 280 multi-family units that are compliant with the MUL or RM20 zoning standards, except as varied by this SP document. The intent of Zone 1 is to align with the bulk standards of the MUL zoning district, and allow the site to develop as a mix of uses in the future. The intent of Zone 2 is to permit residential development consistent with the RM20 zoning district.

	ZONE 1		ZONE 2	
Fall-Back Zoning	MUL		RM20	
Permitted Uses	All uses per MUL		All uses per RM20	
Prohibited Uses	STRP, not owner occupied and short term rental property, not owner occupied		STRP, not owner occupied and short term rental property, not owner occupied	
Max. FAR	1.0 (No FAR provision shall apply to residential uses)		N/A	
Max. ISR	.9		.7	
Max. Building Height¹	4 Stories (60' max) or (5 Stories (75' max.) within bonus story hatched area (see p.7))		4 Stories (60' max.)	
Max. Density	Up to 10,000 SF (Commercial) and Up to 150 Rooms (Hotel)		Up to 280 Multi-family units	
Build-to	A minimum of 30% of the building facade (to include canopies) will be placed with a build-to zone of 0'-65' from a public street ROW.		N/A	
Min. Side Setback²	NA		5'	
Min. Rear Setback	NA		20'	
Glazing^{3,4}	Residential	20% Min.	Residential	20% Min.
	Non Residential	40% Ground floor/ 15% Upper Floors	Non Residential	40% Ground floor/ 15% Upper Floors
Raised Foundation⁵	Residential	18 in. Min - 36" Max.	Residential	18 in. Min - 36" Max.
	Non Residential	36" Max	Non Residential	36" Max
Parking Requirements	Per Metro Standards		Per Metro Standards	

1. Overall Building Height in feet shall not exceed 75 feet and shall be measured per the Metro Zoning Ordinance; modifications may be approved for unique architectural features, rooftop mechanical equipment, stair bulkheads; Mezzanines shall not be considered a story for the purposes of calculating overall # of stories but shall be included within the overall maximum feet.
2. Uncovered stoops/stairs may encroach side setbacks and build-to-zones.
3. Minimum glazing requirements shall be required on building facades facing public streets and private drives. The first floor transparent glazing area calculation shall be measured from finish grade to finished floor elevation of the second floor.
4. Building façades fronting a street shall provide a minimum of one principal entrance (doorway).
5. A raised foundation of 18" - 36" is required for all residential structures.

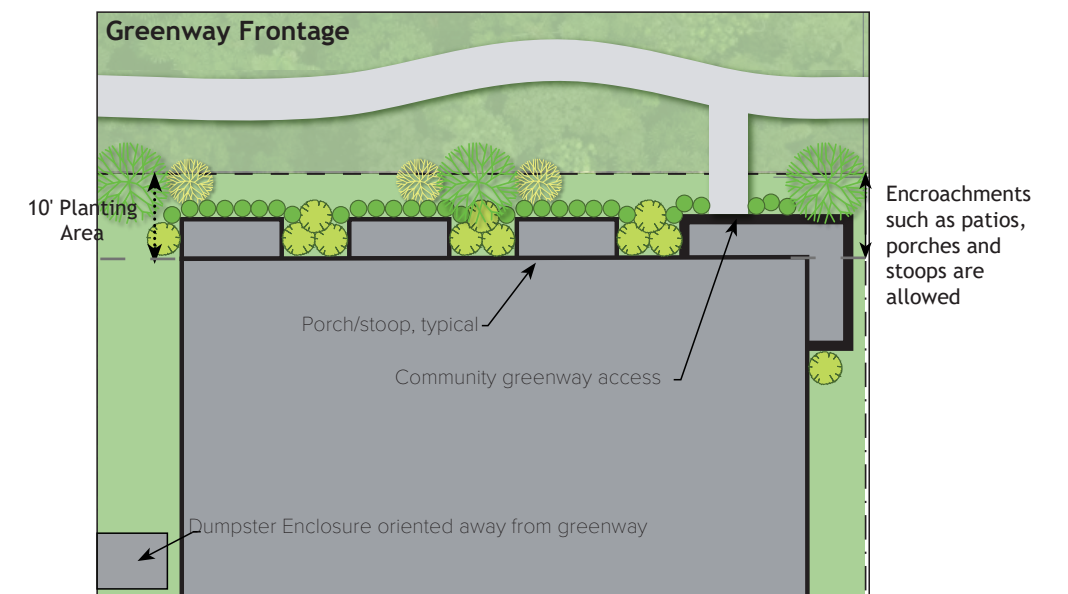
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Land Uses	
Commercial	+/- 10,000 SF
Hotel	+/- 150 Rooms
Multi-family	Up to 280 Units

Additional Standards

- Proposed structures in Zone 1 or Zone 2 oriented toward the greenway or open space shall be designed with an architectural treatment that reflects front facade type elements being incorporated for the portion of the unit facade facing toward the public street or access drive.
- Buildings shall provide a functional entry oriented to the street/access or 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 access drive or green space shall provide a connection/ entrance to the public sidewalk.
- Refuse collection and recycling facilities shall be screened from views from the public way through the combined use of fences, walls and landscaping.
- A 20' landscape buffer yard is to be provided as a transition between the proposed development and the adjacent multifamily development along the eastern boundary of Zone and Zone 2.
- Building Design Standards:
 - Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers. Planning staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows, storefront curtain walls and other special conditions.
 - Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, cementitious board, architectural paneling, metal, 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; stoops shall provide a minimum of 4 feet of depth.
 - A raised foundation of 18" to 36" is required for all residential structures/units. Exceptions may be granted for accessible units, visitable units, and/or structures/units in areas where topographical conditions warrant lower or higher foundations. Screening is required when raised foundations exceed 36" along a public street or private street/drive.



NOTE: See Page 10 for Additional Design Standards

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Buildable Area

Revised 8/1/2024

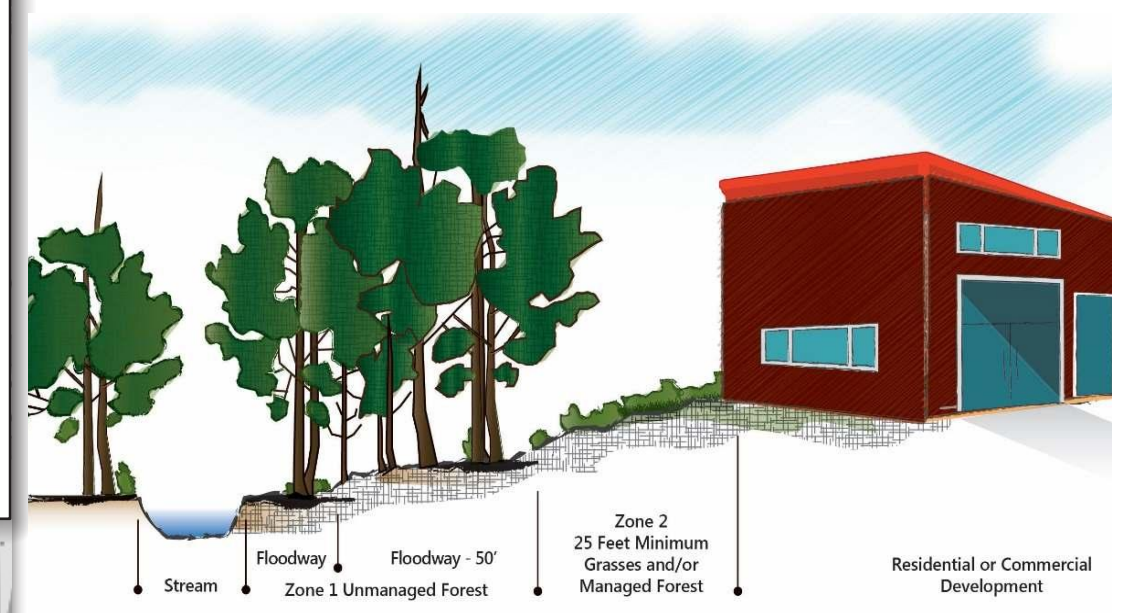
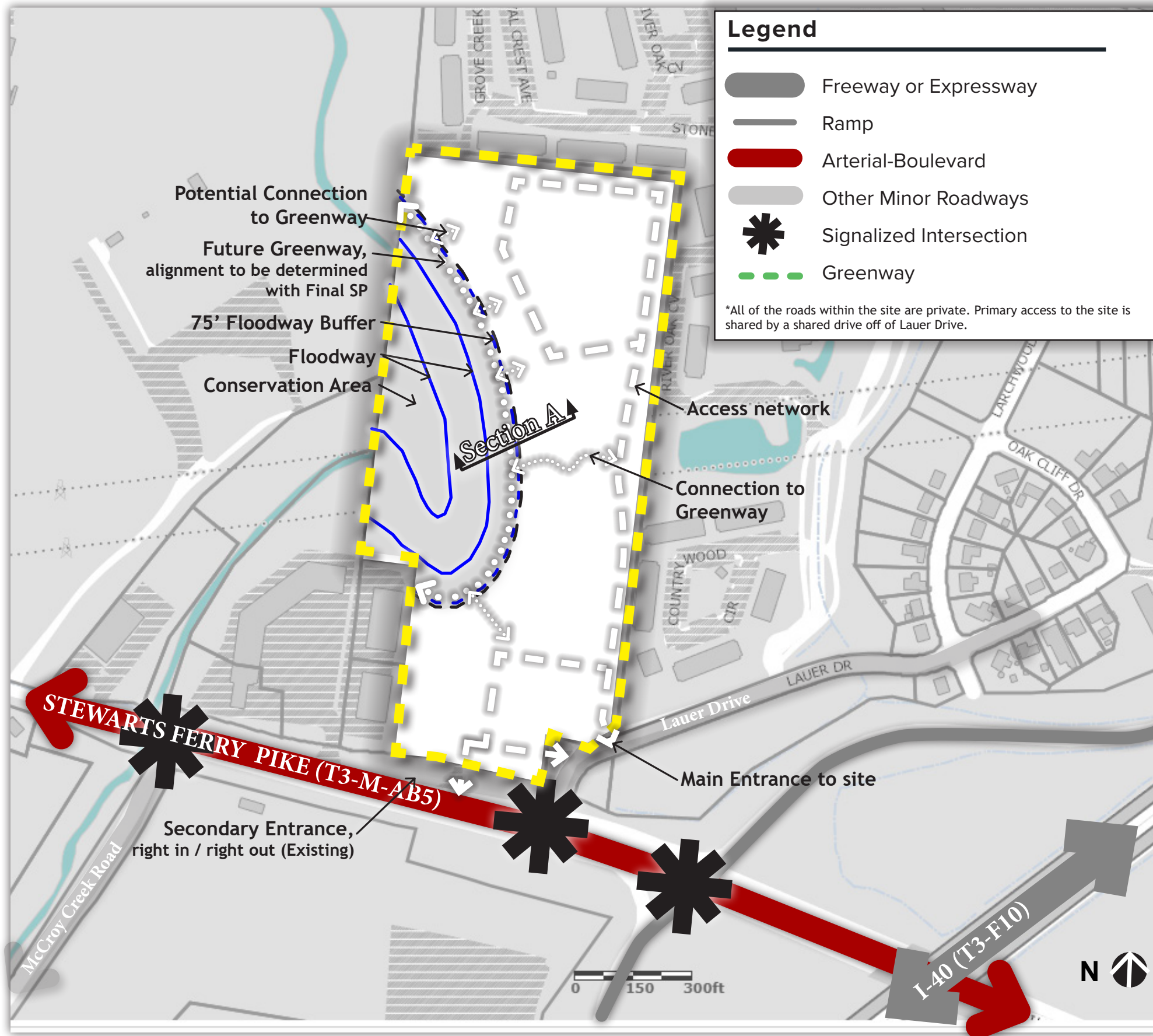
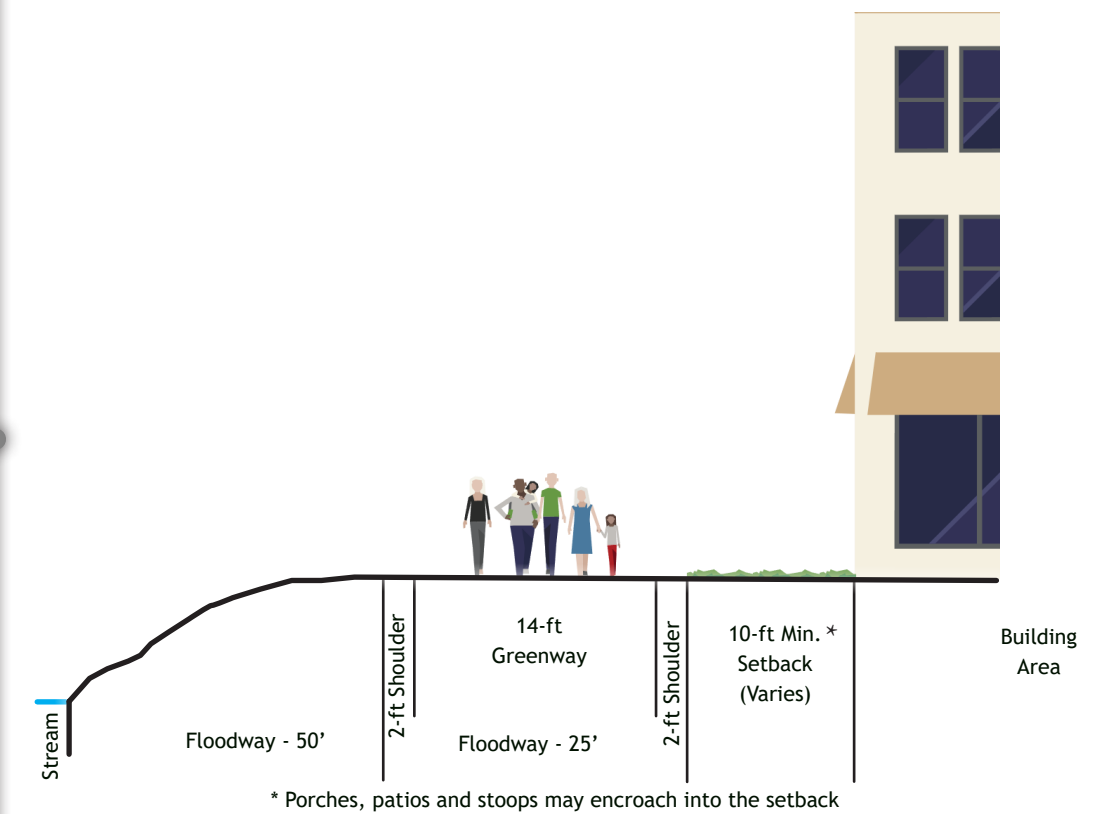


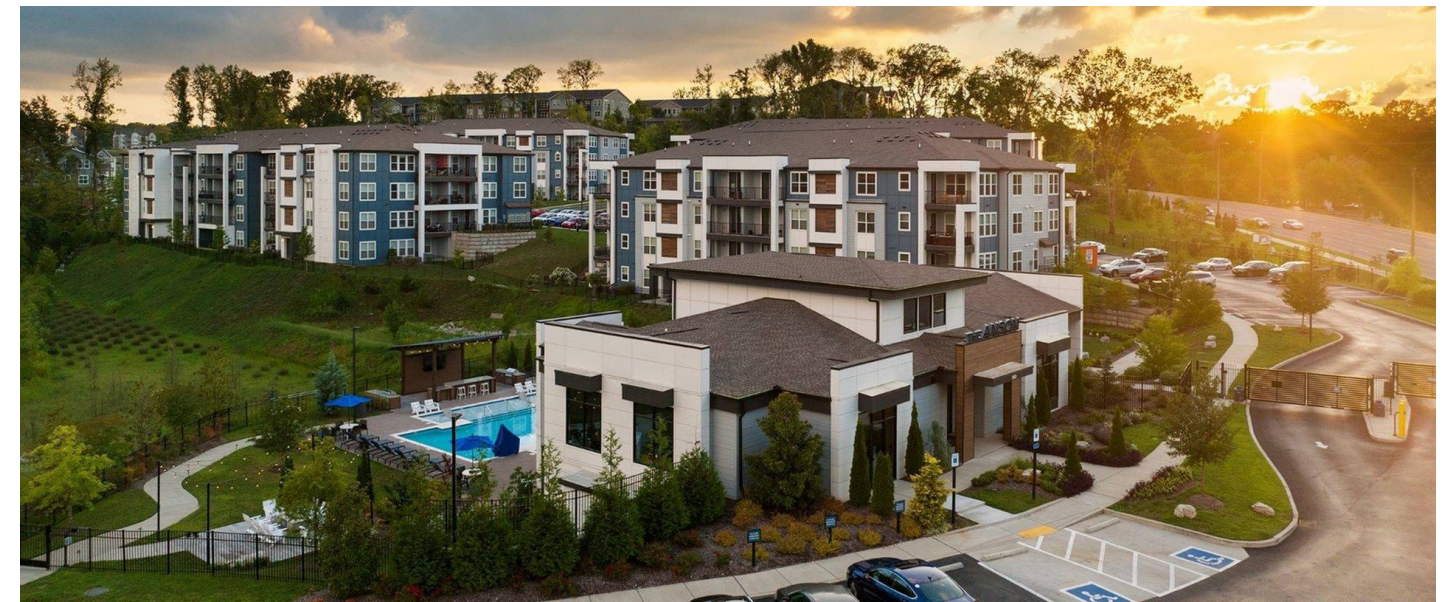
Figure 6-3 Buffer Example for Streams with Floodways



*The greenway and greenway trail to be designed and constructed by developer per Metro Parks' standards and terms approved by Metro Parks Greenways staff.

Section A
New Greenway

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SP District Regulations

The purpose of this regulatory SP is to permit up to 10,000 SF of commercial, up to 150 hotel rooms, and up to 280 multi-family units that are compliant with the MUL or RM20 zoning standards, except as varied by this SP document. The project will also comply with the following:

1. Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. In general, on final: Call out roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards.
2. A private hauler will be required for waste/recycle disposal.
3. Sidewalks shall be constructed to the standard of the Major and Collector Street Plan or, if on a local street, to local street standards.
4. A complete landscape plan, compliant with zoning requirements shall be required with the Final SP submittal.
5. The final site plan/ building permit site plan shall depict any 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 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.
6. 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 MUL zoning district for Zone 1, and the RM20 zoning district for Zone 2 as of the date of the applicable request or application.
7. 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 submitted and approved prior to Final Site Plan/SP approval. A minimum of 30% W&S Capacity must be paid before issuance of building permits. Submittal of an availability study is required before the Final SP can be reviewed.
8. 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.
9. Development shall comply with all regulations in the Stormwater Management Manual at the time of final submittal.
10. The final site plan for parcels touching the conservation area must delineate and show the dimensions the floodway and associated buffers.
11. Delineate on the final site plan a Conservation Greenway Easement that includes at a minimum the floodway and 75' total floodway buffers zones 1 and 2.
12. The greenway and greenway trail must be placed in a Conservation Greenway Easement the extent of which will be delineated and noted on the final site plan and final plat.

Additional Design Standards

The following are additional design standards that must be followed:

1. Greenway trail, once constructed, to be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.
2. No dumpsters, loading zones, HVAC units, or similar to fronting the greenway easement and must be screened from greenway easement view.
3. Provide landscape screen between surface parking/driveway and greenway view to the greatest extent reasonably possible.
4. No obstructions will be in a greenway easement, unless approved by Metro Parks staff, including, but not limited to site furniture, signage, and lighting.
5. Maintenance within Greenway Conservation Easement to be performed by Applicant until such time as the greenway is built or upon other agreement between Parks and the applicant.
6. No storm water inlets or manholes to be in paved surface of the greenway.
7. Coordinate with Metro Parks Greenways staff regarding Park Board and Metro Council approval processes for Conservation Greenway Easement and Participation Agreement.
8. Any Conservation Greenway Easement Agreement must be approved by Metro Parks Board and Metro Council be dedicated.
9. Provide landscape screen between surface parking/driveway and greenway view to the greatest extent reasonably possible.
10. The greenway and greenway trail to be designed and constructed by developer per Metro Parks' standards and terms approved by Metro Parks Greenways staff. All to be memorialized in a Participation Agreement, with covenants that run with the land, that must be approved by Division of Greenways and Open Space, Park Department staff prior to approval of the final site plan approval. The applicant and Greenways Staff shall agree upon terms to be included in the Participation Agreement to allocate responsibility for maintenance of the dedicated greenway easement between the property owner and Metro. The Participation agreement must be recorded with the Davidson County Register of Deed's Office prior to any use and occupancy or issuance of the first Use and Occupancy letter.
11. If the non-residential or vertically mixed-use building is internal to the development, it may be oriented to an internal street, private drive, or open space, but is not oriented to parking. Back of house functions shall not face public streets.
12. Surface parking shall be screened from public and private drives and shall primarily be located behind the structures with the exception of two rows (one drive aisle) of on-site surface parking which can be allowed between buildings and public streets.
13. At the time of final site plan, the site plan shall provide internal pedestrian connectivity.
14. Bike parking shall be provided per the UZO standards.
15. In areas where the greenway is intended to protect the natural environment of and public access to the major waterways in Davidson County, and serve the multifunctional roles of recreation, transportation, and habitat protection, the greenway conservation easement shall include the floodway plus a corridor at least 75 feet in width, measured from the outer edge of the floodway. In cases where the maximum cross-slope of the land included in the easement is greater than 15 percent, the greenway conservation easement width shall be extended to include an area at least 25 feet in width where a cross-slope of 15 percent or less exists, to enable an ADA accessible trail acceptable to the Greenways Commission Director to be.
16. The final design and location of the greenway and the location of the greenway easement shall be determined prior to Final Site Plan/SP submittal. The applicant should coordinate with Metro Parks and Greenways to determine final design and locations.

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