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PURPOSE NOTE:

The purpose of this SP is to re-zone approximately 14.52 acres to provide for a mixed-use residential development in accordance with the Metro Nashville Planning Department Dickerson South Corridor Study finalized February 27, 2020 to provide a maximum of 1150 multi-family residential units, green space, and enhanced street connectivity. Non-residential uses are limited to uses permitted by MUG-A, with the exception of Short Term Rental Property owner occupied and Short Term Rental Property non owner occupied, which shall be prohibited from the SP This SP would also abandon the existing PUD.

CREA

Dickerson & Meridian Specific Plan

Submission Date: 06 October 2021
Revision Date: 24 January 2022
Case No. 2021SP-083-001

HASTINGS

Barge Cauthen & Associates

KCI Technologies



Specific Plan Overview

Located at the entrance to the McFerrin Park neighborhood and bounded by Dickerson Pike to the West and Meridian to the South, the Meridian mixed-use project will be a defining gateway and threshold into the community and the Dickerson Pike Multi-modal corridor.

The ~14.52 acre site is currently zoned Res-E PUD, RM20, OV-RES, and OV-UZO. The standards and regulations of MUG-A, including the slight modifications made by this SP, implements the guidance of the Community Character Manual and the Dickerson South Corridor Supplemental Policy.

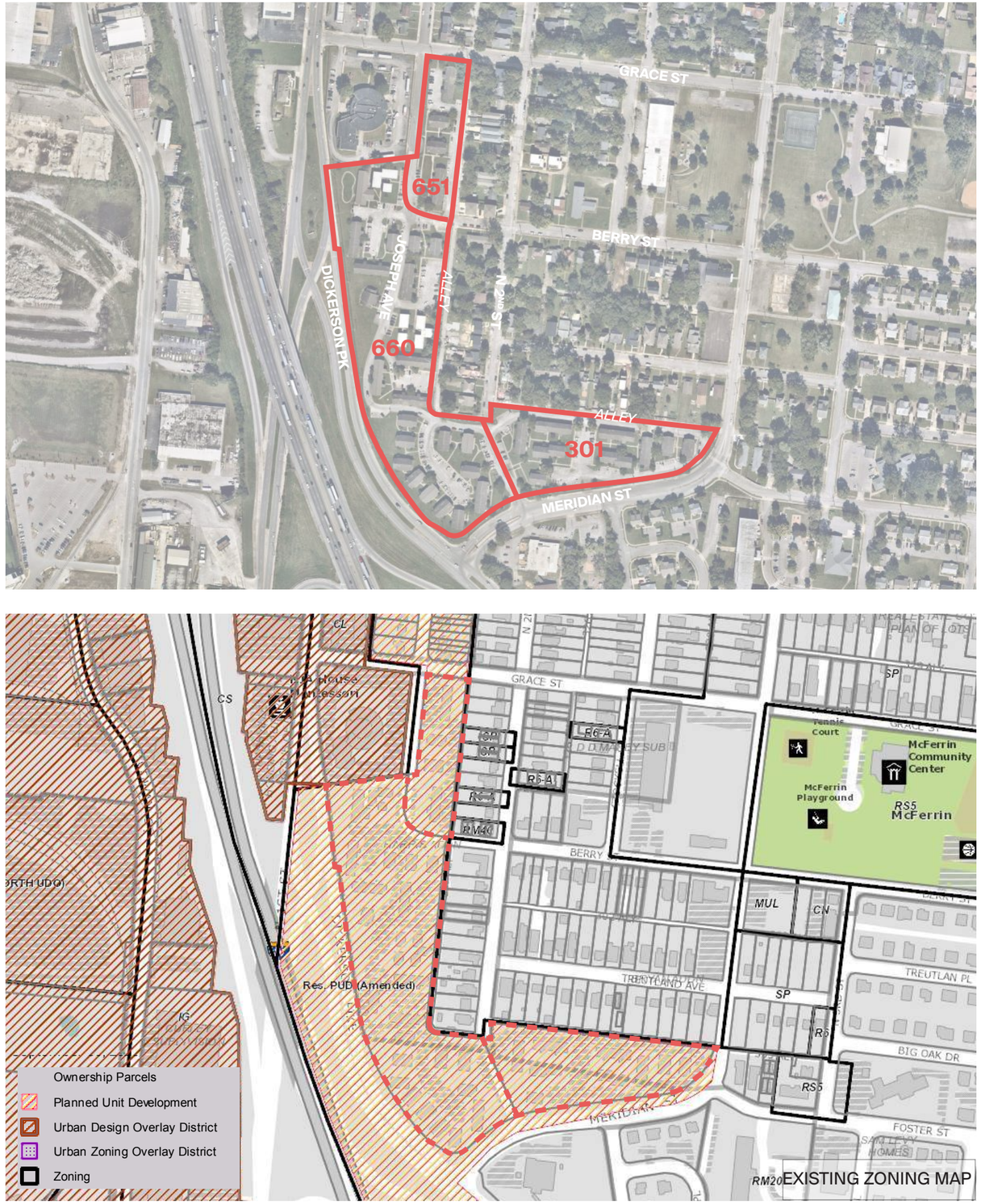
As per the Dickerson South Corridor Policy, height is concentrated towards the Dickerson Corridor, with a punctuation at the corner of Dickerson and Meridian to create a Gateway moment. Massing steps down in height in various locations to respond to the neighborhood scale and maintain View Corridors. In addition, the development reestablishes elements of the original city grid in the building forms and open space. With connectivity as a central tenet, the project encourages and accommodates an improved streetscape and adds new connectivity.

The proposed project will consist of up to 1150 Residential Units. Retail components are envisioned for portions of the street level to enhance activation and serve as a neighborhood amenity. Greenspace is also provided within the development.

Dickerson Pike is positioned to serve as an important Multi-modal Corridor for Nashville. This project is designed to accommodate various TDOT and NDOT plans for the Dickerson Corridor. Thus, two plans are shown in this SP, one which works with current roadway configurations, and another that shows potential future roadway alignments. Along with the SP a new TIS has been completed, following NDOT recommendations.

The project has been Master Planned to allow for phasing if necessary.

We will engage a process with the surrounding neighborhood and District 5 Council Member to identify and install appropriate traffic calming measures in the area bounded by Cleveland Street, Dickerson Pike, Ellington Parkway, and Spring Street. The cost to the applicant to install the traffic calming measures shall not exceed $100,000 to NDOT-approved traffic calming measures and $40,000 for MPNA-approved community improvements. The traffic calming measures shall be identified and reviewed by Public Works prior to the building permit process. Public Works may alter the final design of the traffic calming measures.



EXISTING ZONING MAP

Zoning Analysis

Acreage	651 Joseph Ave	1.81 acres (75,990 SF)
	660 Joseph Ave	9.03 acres (383,850 SF)
	301 2nd St	3.68 acres (154,451 SF)
		14.52 acres (614,291 SF)
Council District	05: Sean Parker	
Proposed Zoning Uses	SP to permit a mixed-use development with a maximum of 1,150 multi-family residential units and uses permitted by the MUG-A zoning district. STRP owner occupied and not owner occupied shall be prohibited.	
Max FAR	3.0 as per MUG-A 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.	
Max ISR	1.0	
Residential Unit Count	1150 units maximum	
Build-to Zone	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. Considerations for buildings beyond the 15' BTZ will not include drop off zones or drive aisles.	
Max Overall Height	See massing diagrams	
Step-back	Required at Select Locations - See Plan Diagram	
Min Rear Setback	none required	
Min Side Setback	none required	
Parking	As per Zoning Requirements	
Allowed Uses	as per MUG-A	
Uses Standard	Short Term Rental Property (STRP) owner occupied and Short Term Rental Property (STRP) not owner occupied shall be prohibited	

Site Conditions

212 Existing Units

Parking Requirements for Multifamily Residential in the UZO:

- Studio & 1 bed : 1 per unit
- 2 bed + : 1.5 per unit

Utilities easements in red

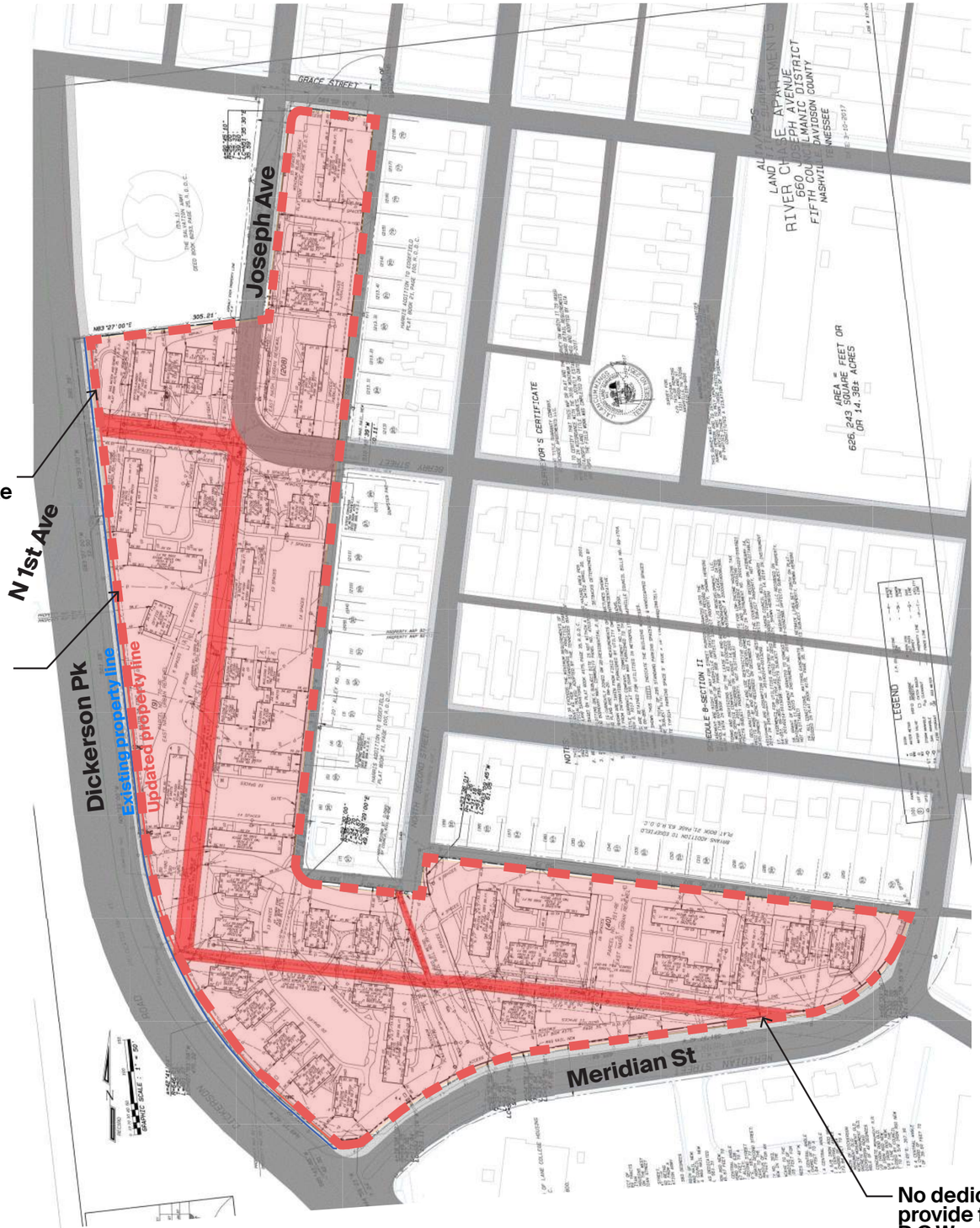
MSCP street plan greyed in map - additional inset required on Dickerson Pk

ROW

Vehicular Area

+/- 8.5' additional R.O.W. dedication to allow for 55.5' from Dickerson Pike Centerline
(at N 1st Ave intersection where IM overlay beings)

+/- 6.5' additional R.O.W. dedication to allow for 52.5' from Dickerson Pike Street Centerline



No dedication required to provide for 51'-68' total R.O.W. on Meridian Street

MCSP Requirements

Meridian Street:
Designated as an Urban Residential Collector Avenue (T4-R-CA2), Meridian Street serves to connect the McFerrin neighborhood to Dickerson Pike. It has a MCSP current standard right-of-way of 51' but per the Dickerson South Corridor Plan, is expected to have a future right-of-way of 68'. This project would not be responsible for providing any additional setback from street centerline as the surveyed street width is 80'.

The Dickerson South Corridor study includes preferred cross sections for collector streets that serve Dickerson. A 68' ROW width is envisioned which includes two travel lanes, a turning lane or median, a 4' bike zone, a 4' planting area, and a 10' sidewalk.

Dickerson Pike/Highway 11 (Spring to North 1st):
Designated as an Urban Residential Arterial Boulevard (T4-R-AB4), this section of Highway 11/Dickerson Pike serves primarily to connect the urban, mixed-use Spring St (which turns into Jefferson St, multimodal street bridging over to Downtown) to the multi-modal corridor of Dickerson Pike. The Intermodal corridor overlay that's planned for Dickerson Pike begins at the northwest corner of the site where Highway 11 converges with 1st N St. *

With a 105' ROW width, this section of Dickerson Pike is envisioned to serve to connect the street to the Multimodal street at the northwest corner of the site, which includes an 6' bike zone, an 8' planting area, and a 6' sidewalk. This project would be responsible for providing 52.5' from street centerline.

***Dickerson Pike:**
Designated as an Urban Residential Arterial Boulevard and Immediate Need Multimodal Corridor (T4-R-AB4-IM), this section of Dickerson Pike is planned to accomodate high-capacity transit beginning at the convergence with N 1st St and continuing northbound.

The planned 111' total R.O.W. includes an 8' bike zone, an 8' planting area, and a 6' sidewalk. This project would be responsible for providing 55.5' from street centerline.

As an Immediate Need Multimodal Corridor, Dickerson is anticipated to have more frequent transit service in the future such as BRT lite. As a result, zoning has waved all parking requirements for Multimodal corridors.

***Note: Final cross section and alignment details subject to change and will be determined with final site plan review. ***

CIVIL - SITE PLAN
OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE



PLANNING NOTES:

1. MINOR MODIFICATIONS TO THE PRELIMINARY SP PLAN MAY BE APPROVED BY THE PLANNING COMMISSION 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 APPROVE BY METRO COUNCIL THAT INCREASED 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 APPROVED.

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 FRONTAGE ZONE. PRIOR TO THE ISSUANCE OF USE AND OCCUPANCY PERMITS, EXISTING VERTICAL OBSTRUCTIONS SHALL BE RELOCATED OUTSIDE OF THE SIDEWALK. VERTICAL OBSTRUCTIONS ARE ONLY PERMITTED WITHIN THE REQUIRED GRASS STRIP OR FRONTAGE ZONE.

3. 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 MUG-A ZONING DISTRICT AS THE DATE OF THE APPLICABLE REQUEST OR APPLICATION.

4. BUILDING FACADES FRONTING A STREET SHALL PROVIDE A MINIMUM OF ONE PRINCIPAL ENTRANCE (DOORWAY) AND A MINIMUM OF 15% GLAZING.

STORMWATER NOTES:

78-840 NOTE: ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE STORM WATER MANAGEMENT ORDINANCE NO. ### AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
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 THE FINAL APPLICATION.
METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED ACCESS IN ORDER TO MAINTAIN AND REPAIR UTILITIES IN THE SITE.
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.)
STORMWATER QUALITY CONCEPT WILL BE A COMBINATION OF LID (BIORETENTION & PAVERS) AND/OR WATER QUALITY VAULT IF APPROVED BY VARIANCE.

FIRE MARSHAL NOTES:

New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H.
To see Table H go to:
(http://www.nashfire.org/prev/tableH51.htm)
Project Engineer needs to meet with the Fire Marshals office concerning this project.
No part of any building shall be more than 500 ft from a fire hydrant via hard surface road. Metro Ordinance 095-1541 Sec: 1568.020B.
All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.6 feet.
All dead end roads over 150 ft pn length require a 100 ft diameter turnaround, this includes temporary turnarounds.
Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.
If more than three stories about grade, Class1 standpipe system shall be installed.
If more than one story below grade, Class 1 standpipe system shall be installed.
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.
A fire hydrant shall be provided within a 100 ft of the fire department connection.
Fire hydrants shall be in-service before any combustible material is brought on site.

NES NOTES:

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3. NES can meet with developer/engineer upon request to determine electrical service options. If a central metering room is required, NES Meter Department approval of planned location and access method.
4. NES needs any drawings that will cover any road improvements to Metro r-o-w that Public Works will require to evaluate possible relocations Of existing or proposed electrical facilities for this project.
5. Developer shall work with Metro PW on street lighting. This is urban services area and must be lit to Metro's minimum requirements.
6. NES follows the National Fire Protection Association rules; Refer to NFPA 70 article 450-27; and NESC Section 15-152.A.2 for complete rules (see NES Construction Guidelines) under "Builders and Contractors "tab @ www.nespower.com
7. NES needs to know if the developer has other options on additional property next to this area, if so NES needs an overall concept plan.

   TO APPLY FOR SERVICE:

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   - Developer to provide a proposed easement drawing for the electric, phone and CATV.
   - All street lighting shall meet Metro's requirements and be installed by developer.

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FEMA NOTE:

THIS PROPERTY DOES NOT LIE WITHIN FLOOD HAZARD AREAS AND IS DETERMINED TO BE IN ZONE "X" AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM PANEL MAP NUMBERS: 47037C0242H, DATED: APRIL 05, 2017

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LANDSCAPE NOTE:

THIS DEVELOPMENT SHALL MEET THE REQUIREMENTS OF SECTION 17.24 OF THE METRO ZONING ORDINANCE, LANDSCAPE, BUFFERING AND TREE REPLACEMENT.

Barge Cauthen & Associates

CREA Meridian
Case No. 2021SP-083-001

Submission Date: October 6, 2021
Revision Date: January 24, 2022

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CIVIL - SITE PLAN
OPTION 2 - ALTERNATIVE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE



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CREA Meridian
Case No. 2021SP-083-001

Submission Date: October 6, 2021
Revision Date: January 24, 2022

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CIVIL - UTILITY PLAN
OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE



LEGEND:

- PROPOSED WATER
- EXISTING WATER
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER

0 100 200 400

Barge Cauthen & Associates

CREA Meridian
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CIVIL - UTILITY PLAN
OPTION 2 - ALTERNATIVE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE



LEGEND:

- PROPOSED WATER
- EXISTING WATER
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER

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CREA Meridian
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CIVIL - GRADING DRAINAGE PLAN
OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE



LEGEND:

- PROPOSED DRAINAGE
- EXISTING DRAINAGE
- PREVIOUS PAVERS
- BIORETENTION AREA

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CIVIL - GRADING DRAINAGE PLAN
OPTION 2 - ALTERNATIVE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE



LEGEND:

- PROPOSED DRAINAGE
- EXISTING DRAINAGE
- PREVIOUS PAVERS
- BIORETENTION AREA

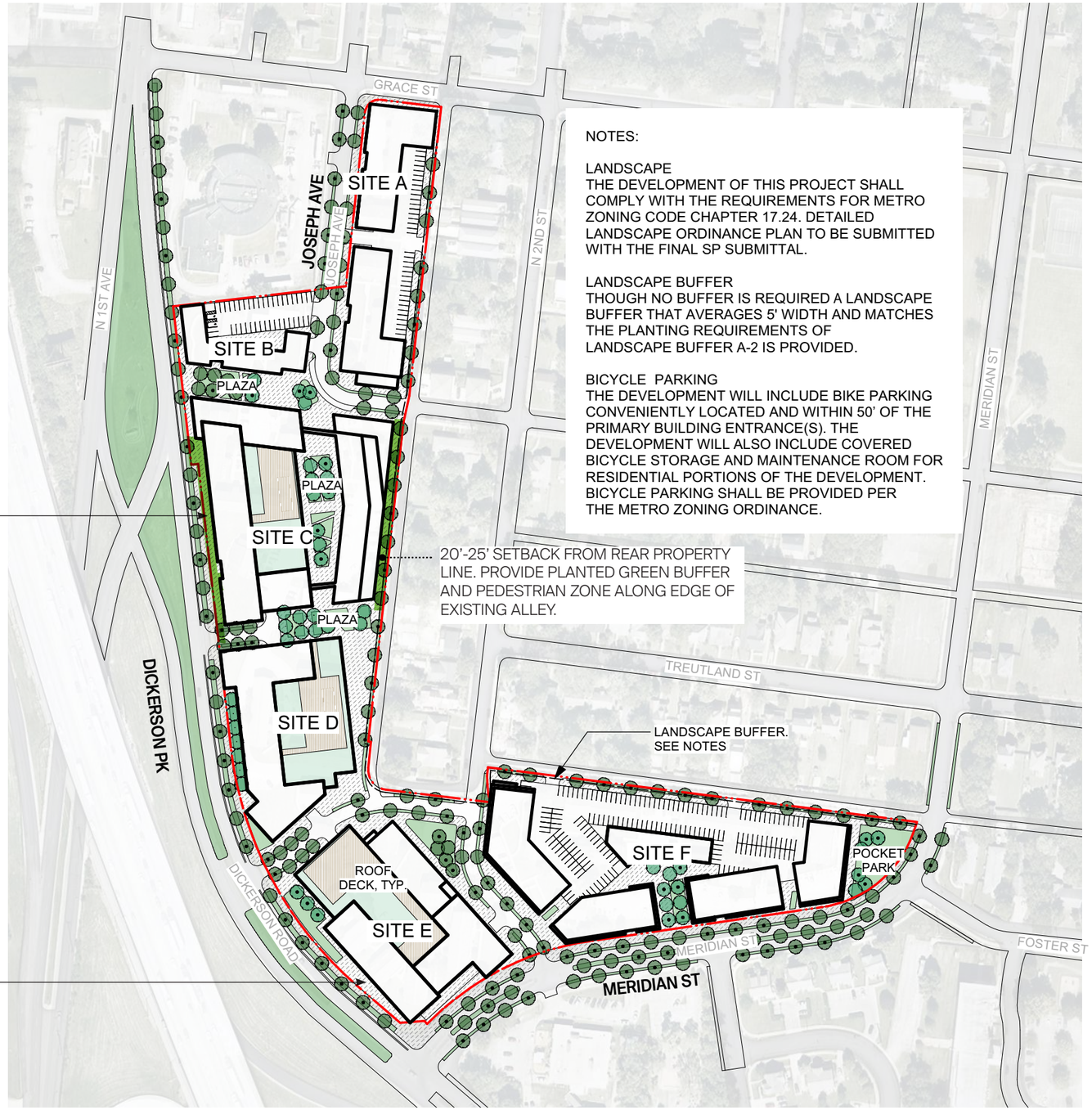
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LANDSCAPE PLAN
OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE



NOTES:

LANDSCAPE
THE DEVELOPMENT OF THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS FOR METRO ZONING CODE CHAPTER 17.24. DETAILED LANDSCAPE ORDINANCE PLAN TO BE SUBMITTED WITH THE FINAL SP SUBMITTAL.

LANDSCAPE BUFFER
THOUGH NO BUFFER IS REQUIRED A LANDSCAPE BUFFER THAT AVERAGES 5' WIDTH AND MATCHES THE PLANTING REQUIREMENTS OF LANDSCAPE BUFFER A-2 IS PROVIDED.

BICYCLE PARKING
THE DEVELOPMENT WILL INCLUDE BIKE PARKING CONVENIENTLY LOCATED AND WITHIN 50' OF THE PRIMARY BUILDING ENTRANCE(S). THE DEVELOPMENT WILL ALSO INCLUDE COVERED BICYCLE STORAGE AND MAINTENANCE ROOM FOR RESIDENTIAL PORTIONS OF THE DEVELOPMENT. BICYCLE PARKING SHALL BE PROVIDED PER THE METRO ZONING ORDINANCE.

LANDSCAPE PLAN
OPTION 2 - ALTERNATIVE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE



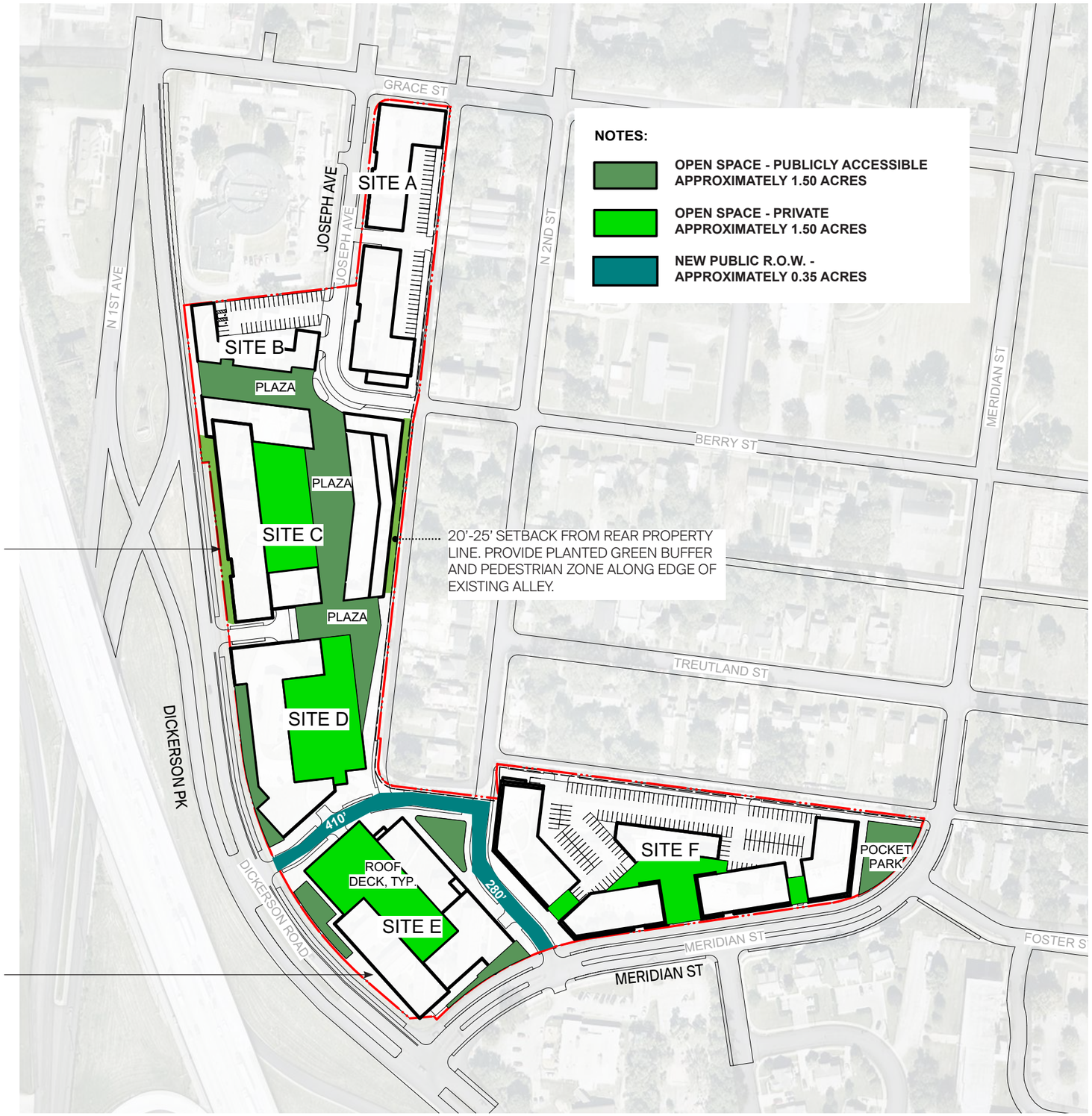
NOTES:

LANDSCAPE
THE DEVELOPMENT OF THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS FOR METRO ZONING CODE CHAPTER 17.24. DETAILED LANDSCAPE ORDINANCE PLAN TO BE SUBMITTED WITH THE FINAL SP SUBMITTAL.

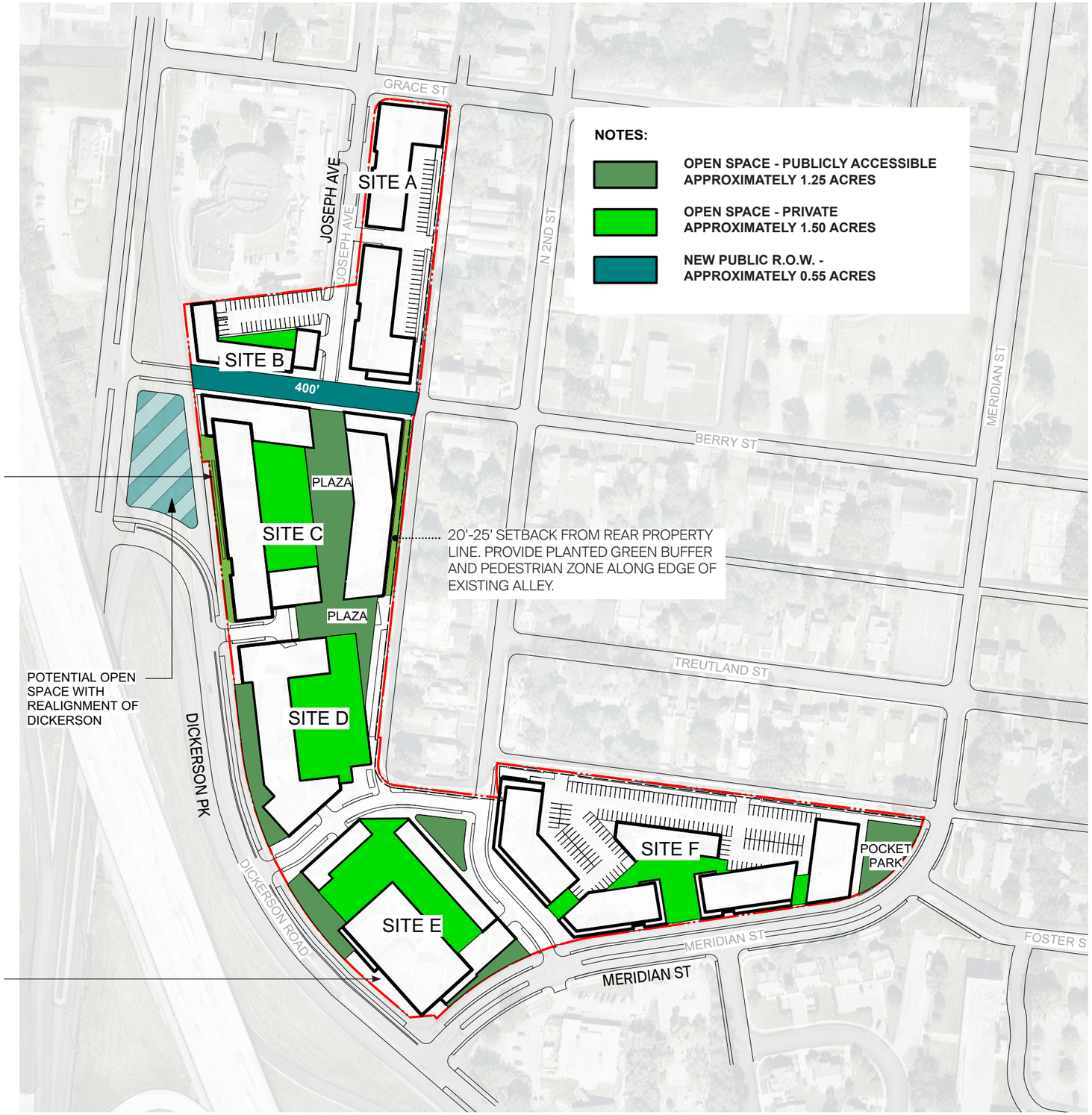
LANDSCAPE BUFFER
THOUGH NO BUFFER IS REQUIRED A LANDSCAPE BUFFER THAT AVERAGES 5' WIDTH AND MATCHES THE PLANTING REQUIREMENTS OF LANDSCAPE BUFFER A-2 IS PROVIDED.

BICYCLE PARKING
THE DEVELOPMENT WILL INCLUDE BIKE PARKING CONVENIENTLY LOCATED AND WITHIN 50' OF THE PRIMARY BUILDING ENTRANCE(S). THE DEVELOPMENT WILL ALSO INCLUDE COVERED BICYCLE STORAGE AND MAINTENANCE ROOM FOR RESIDENTIAL PORTIONS OF THE DEVELOPMENT. BICYCLE PARKING SHALL BE PROVIDED PER THE METRO ZONING ORDINANCE.

OPEN SPACE DIAGRAM
OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE



OPEN SPACE DIAGRAM
OPTION 2 - ALTERNATIVE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE



OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE

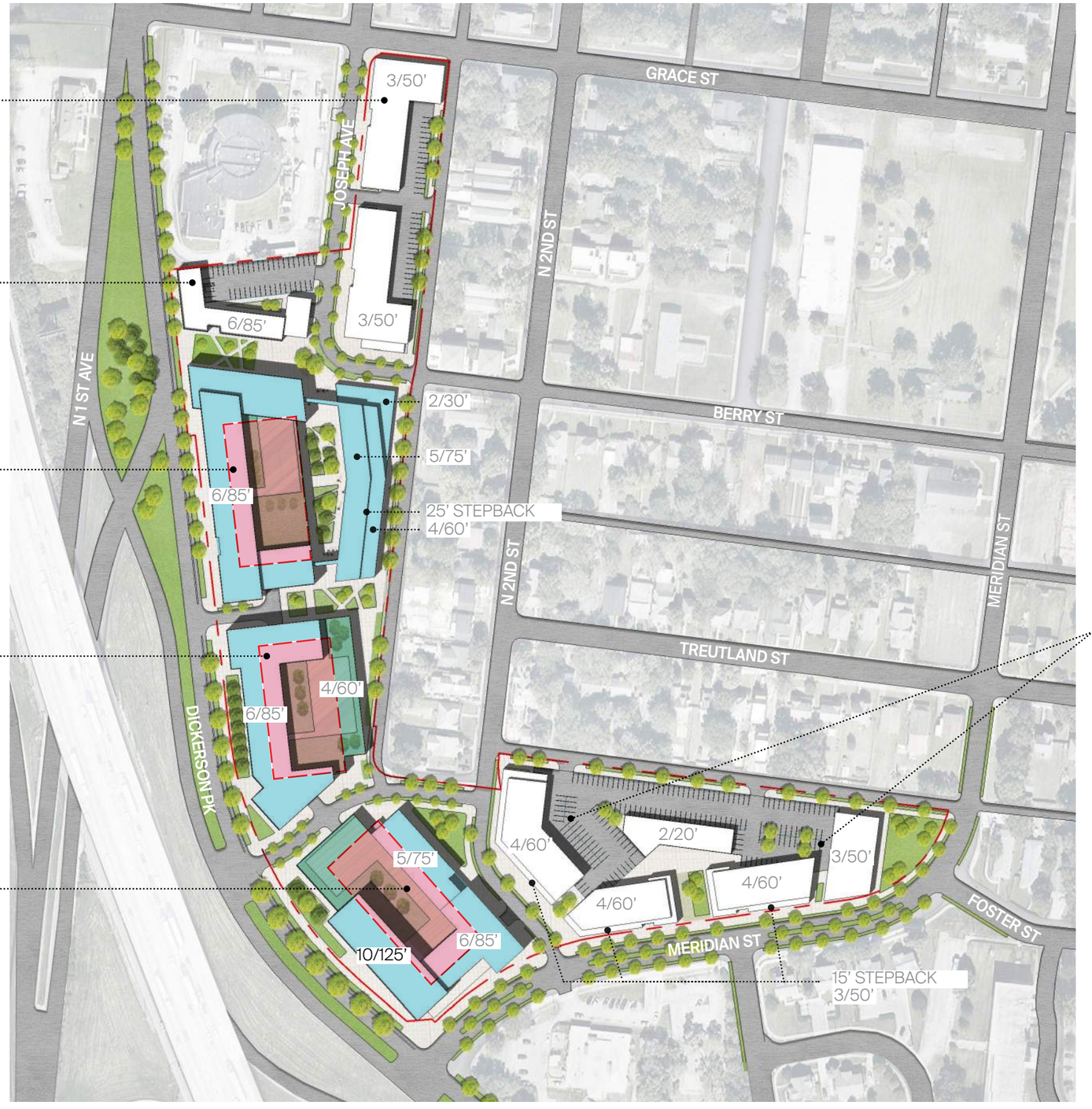
SITE A
Resi with Surface Parking

SITE B
Resi with Surface Parking

SITE C
Resi with Structured Parking
85' Max to roof

SITE D
Resi with Structured Parking

SITE E
Resi with Structured Parking



Plan Notes:

Building façades fronting a street or open space 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, metal panel or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.

Porches at grade shall provide a minimum of six feet of depth.

A raised foundation of 18"- 36" is required for all residential structures.

Structured Garage
***No rooftop parking*

Residential Liner

SITE F
Resi with Surface Parking

NUMBERS ON MASSING DIAGRAM INDICATE MAXIMUM NUMBER OF STORIES AND MAX HEIGHT TO ROOF

0 100' 200' 400'

GROUND FLOOR ACCESS
OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE



Residential Building / Liner

Structured Garage

Unlined Garage Facade

Parking Access Points

Plan Notes:

Refer to Landscape drawings for locations of plazas, courtyards, hardscaping and planting.

No Garage or parking access points opening directly onto Dickerson or Meridan.

No unlined structured parking is visible from McFerrin Park neighborhood. There is no rooftop parking.

Facades for parking garages will be seamlessly integrated into the design. The materiality and proportions of any above-grade parking screening should be thoughtfully considered. The facade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding context. Openings for natural ventilation are permissible when integrated into the facade design.

SCREENED GARAGE PRECEDENTS
PASSIVELY VENTILATED GARAGE



GREEN WALL



BRICK BREEZEWALL



PERFORATED METAL SCREEN



SCULPTURAL/PATTERNED SCREEN WALL

OPTION 1
NO-BUILD ALIGNMENT OF DICKERSON PIKE

NOTE:
EACH SITE WILL HAVE A LEAST ONE PRIMARY PEDESTRIAN ENTRANCE DIRECTLY FROM DICKERSON, MERIDIAN OR PRIMARY FACING STREET.

ZONE OF 4 STORY STORY STRUCTURED PARKING.
**NO ROOFTOP PARKING

RESIDENTIAL LINER BUILDING



OPTION 2 - ALTERNATIVE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE

SITE A
Resi with Surface Parking

SITE B
Resi with Surface Parking

SITE C
Resi with Structured Parking

SITE D
Resi with Structured Parking

SITE E
Resi with Structured Parking

SITE F
Resi with Surface Parking



Plan Notes:

Building façades fronting a street or open space 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, metal panel or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.

Porches at grade shall provide a minimum of six feet of depth.

A raised foundation of 18"- 36" is required for all residential structures.

Structured Garage
***No rooftop parking*

Residential Liner

NUMBERS ON MASSING DIAGRAM INDICATE MAXIMUM NUMBER OF STORIES AND MAX HEIGHT TO ROOF

0 100' 200' 400'

GROUND FLOOR ACCESS
OPTION 2 - ALTERNATE LAYOUT
BUILD REALIGNMENT OF DICKERSON PIKE



- Residential Building / Liner
- Structured Garage
- Unlined Garage Facade
- Parking Access Points

Plan Notes:

Refer to Landscape drawings for locations of plazas, courtyards, hardscaping and planting.

No Garage or parking access points opening directly onto Dickerson or Meridan

No unlined structured parking is visible from McFerrin Park neighborhood. There is no rooftop parking.

Facades for parking garages will be seamlessly integrated into the design. The materiality and proportions of any above-grade parking screening should be thoughtfully considered. The facade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding context. Openings for natural ventilation are permissible when integrated into the facade design.

0 100' 200' 400'

OPTION 2 - ALTERNATIVE LAYOUT

BUILD REALIGNMENT OF DICKERSON PIKE

NOTE:
EACH SITE WILL HAVE A LEAST ONE PRIMARY PEDESTRIAN ENTRANCE DIRECTLY FROM DICKERSON, MERIDIAN OR PRIMARY FACING STREET.

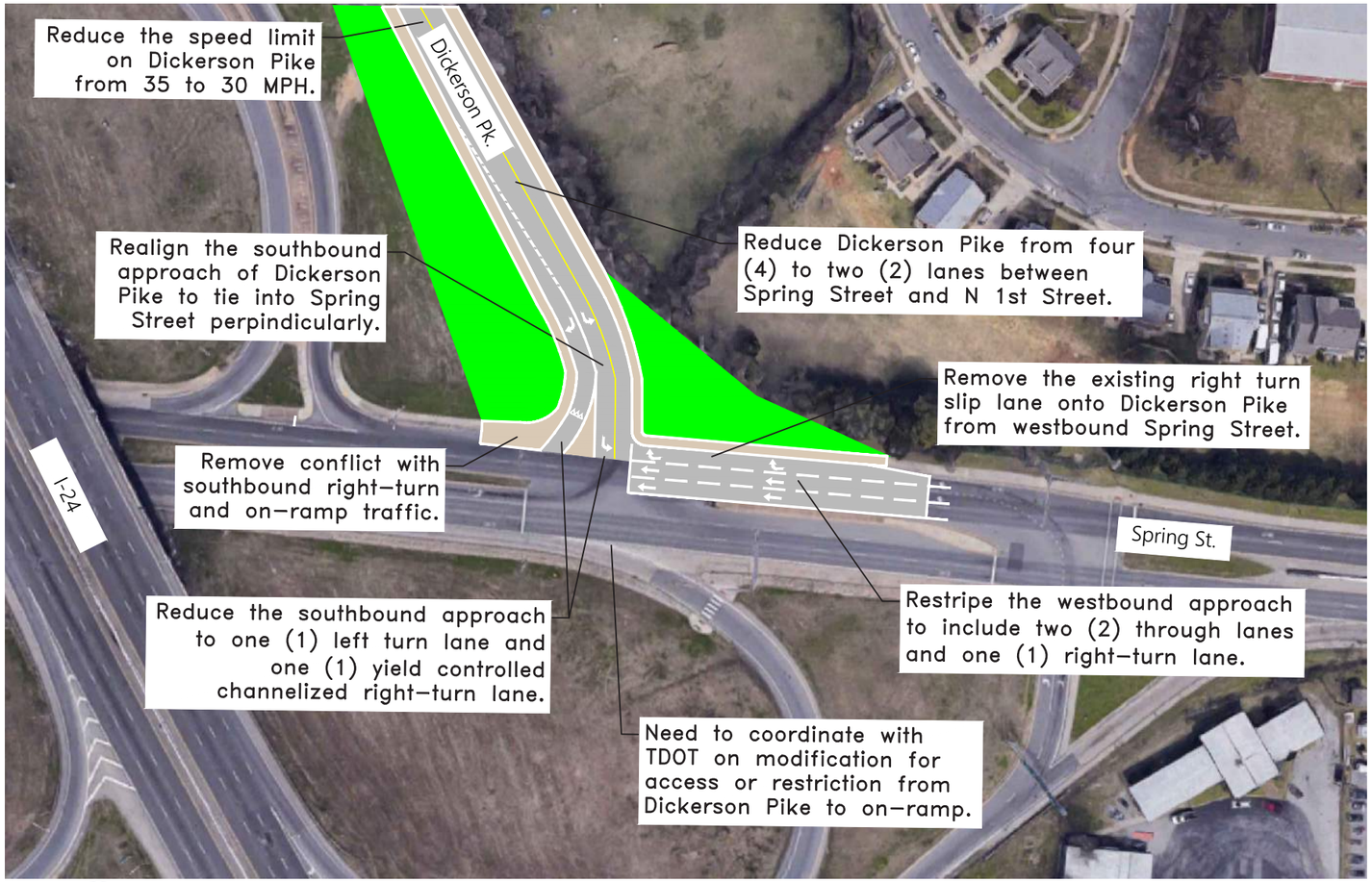
ZONE OF 4 STORY STORY STRUCTURED PARKING.
**NO ROOFTOP PARKING

RESIDENTIAL LINER BUILDING



NUMBERS ON MASSING DIAGRAM INDICATE MAXIMUM NUMBER OF STORIES AND MAX HEIGHT TO ROOF

INTERSECTION DETAIL
SPRING STREET & DICKERSON PIKE



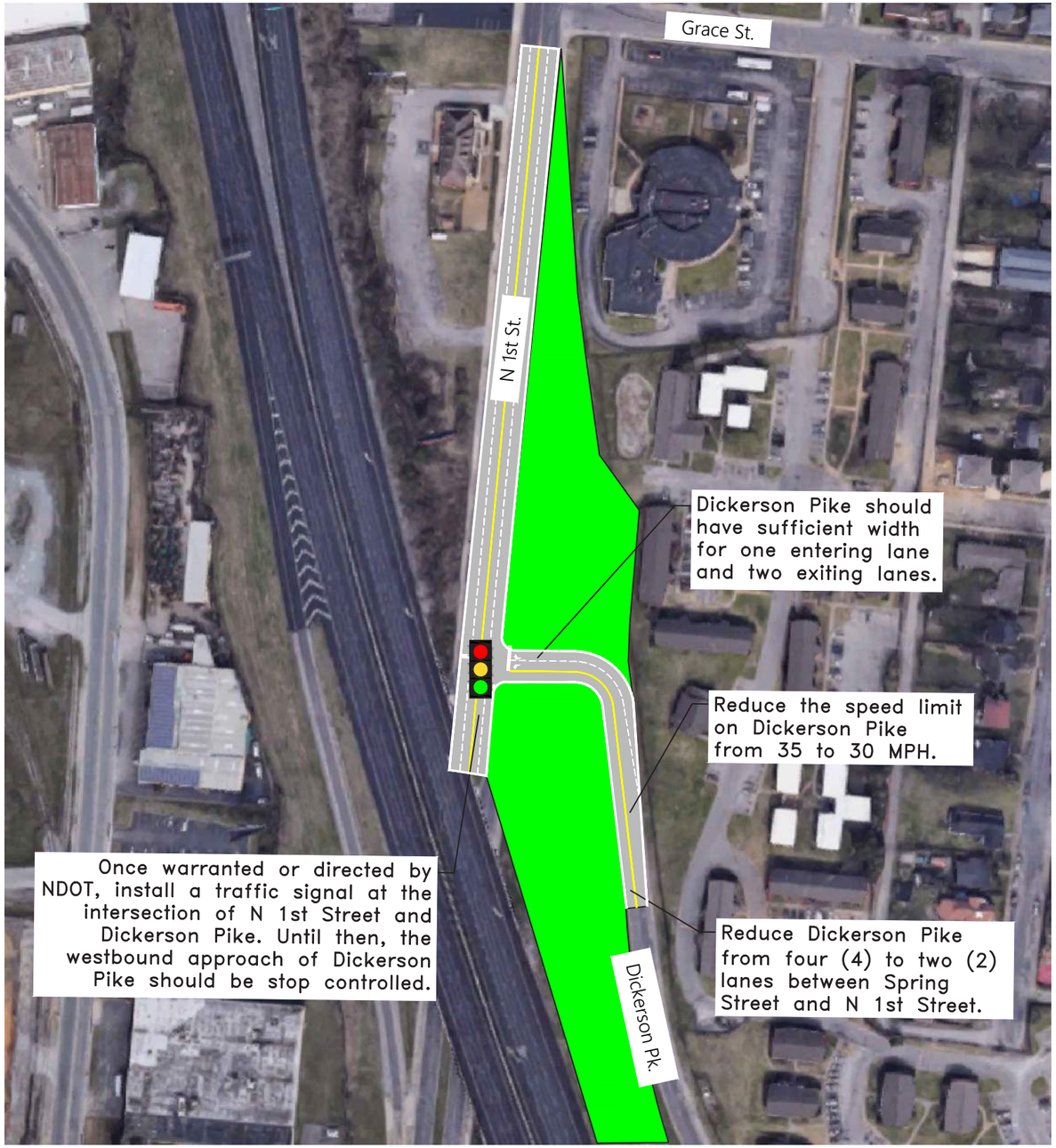
N

Proposed Southern Roadway Realignment
(Not to Scale)

Figure 2.

NOTE:

Development shall work with NDOT and TDOT to reconstruct the intersection of Spring Street at Dickerson Pike per the concept included within the Preliminary SP packet. Development will continue to coordinate design, providing further analysis of conditions and details to arrive at final design with NDOT. Final design details are to be submitted with Final SP approval for any construction Phase directly abutting Dickerson Pike. Intersection improvements are to be substantially complete prior to the issuance of the Use and Occupancy permit for any phase directly abutting Dickerson Pike.



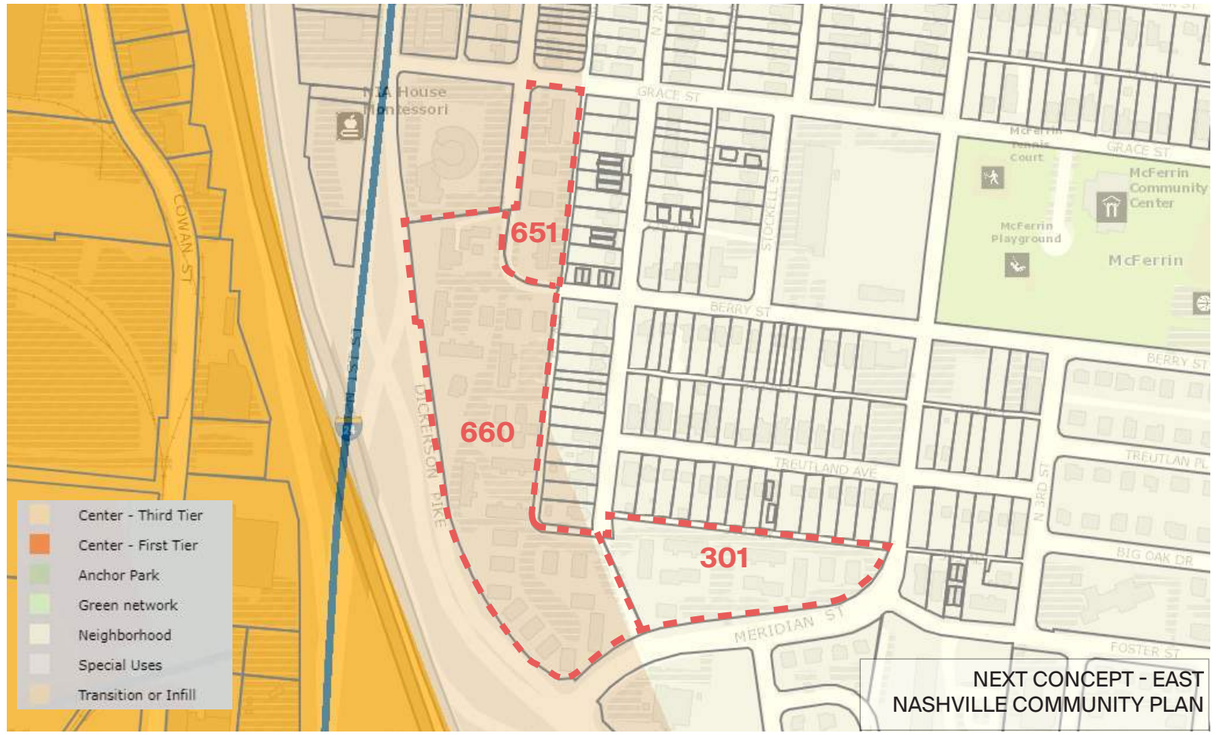
Proposed Northern Roadway Realignment
(Not to Scale)

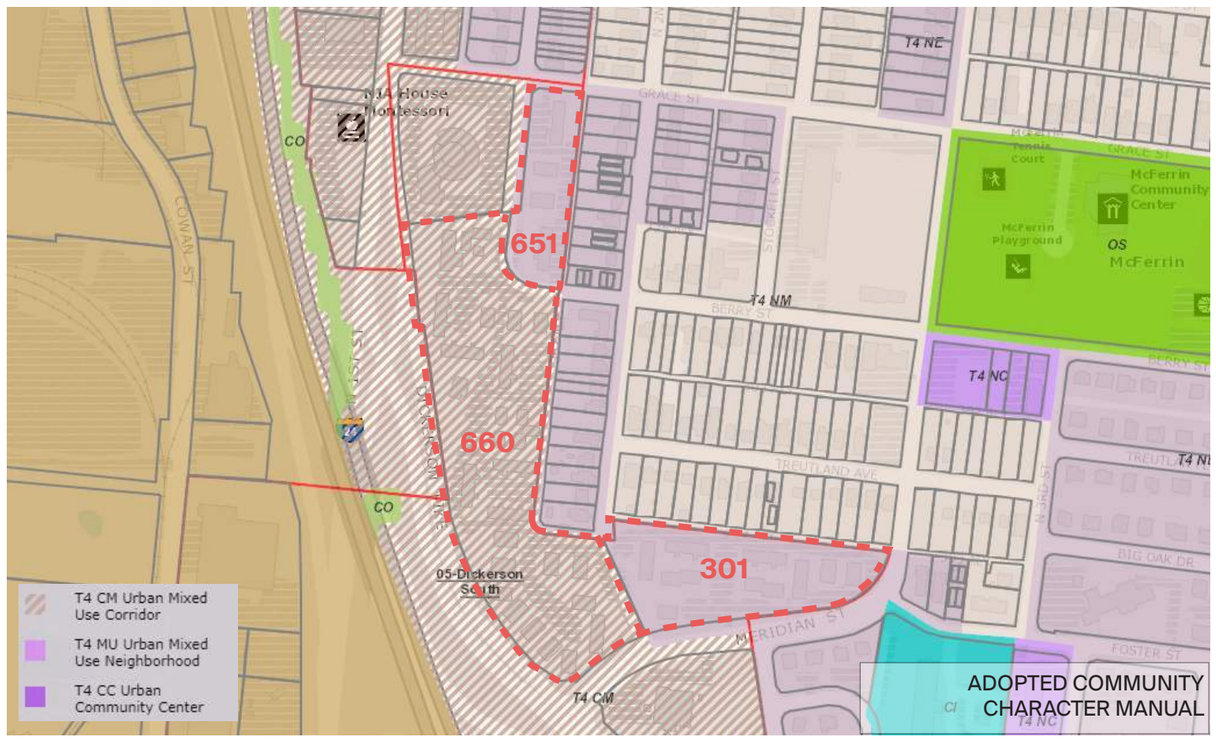
Figure 1.

INTERSECTION DETAIL
DICKERSON PIKE & N 1ST ST.
BUILD REALIGNMENT OF DICKERSON PIKE

NOTE:

The “Build Scenario” realignment of Dickerson Pike (see site exhibit) is NDOT’s preferred solution. Development is to work expeditiously with NDOT and TDOT for final approval of the realignment modification. If it is determined by NDOT and TDOT not to proceed with the “Build Scenario” realignment of Dickerson Pike, and no other alternatives are required, the development will proceed with road improvements, however no changes will be made to road alignments. If approved, the Dickerson Pike realignment construction is to be substantially complete prior to the issuance of the Use and Occupancy permit for any phase directly abutting Dickerson Pike. Improvements to the intersection of Spring Street at Dickerson Pike are separate from this condition. NDOT shall assist development in achieving said schedules and approvals. Realignment approval, if incomplete at the time of Use and Occupancy permit due to NDOT, TDOT or Federal delays, shall not restrict issuance of Use and Occupancy permits. In this event, development shall provide a bond for the estimated cost of the work to be completed.





CREA Meridian
Case No. 2021SP-083-001

Submission Date: October 6, 2021
Revision Date: January 24, 2022

*Appendix

For Reference Only

East Nashville Community Plan

These parcels sit within the East Nashville Community Plan. In this plan, they are shown as a Tier Three Center (651 and 660) and Neighborhood (301). Dickerson Pike is an immediate need corridor. Centers are envisioned to become pedestrian friendly areas with frequent transit service and a dense mix of uses. Tier Three areas are spaces that could received coordinated investments in response to opportunitites identified by the private sector.

T4 CM Urban Mixed Use Corridor

660

Within the Nashville Community Character Manual, the 660 Joseph Ave property is designated as T4 Center Urban Mixed Use Corridor (T4-CM). This policy is intended to maintain, enhance, and create urban, mixed use neighborhoods with a diverse mix of moderate to high density residential, commercial, office, and light industrial land uses, placing commercial uses at intersections with residential uses between intersections.

Typical Re-zonings for T4-CM Include:

- RM20-A
- RM40-A
- MUL-A
- MUG-A
- OR20-A
- OR40-A
- ORI-A
- SP's based on these zoning Districts

Appropriate Land Uses

- Mixed Use
- Residential
- Commerical
- Office
- Institutional
- Artisan manufacturing and other low impact industrial and warehousing use

Building Form (Mass, Orientation, Placement)

Mixed use, non-residential, and multifamily building heights are generally up to five stories.* Taller buildings may be appropriate at transitions and major intersections.

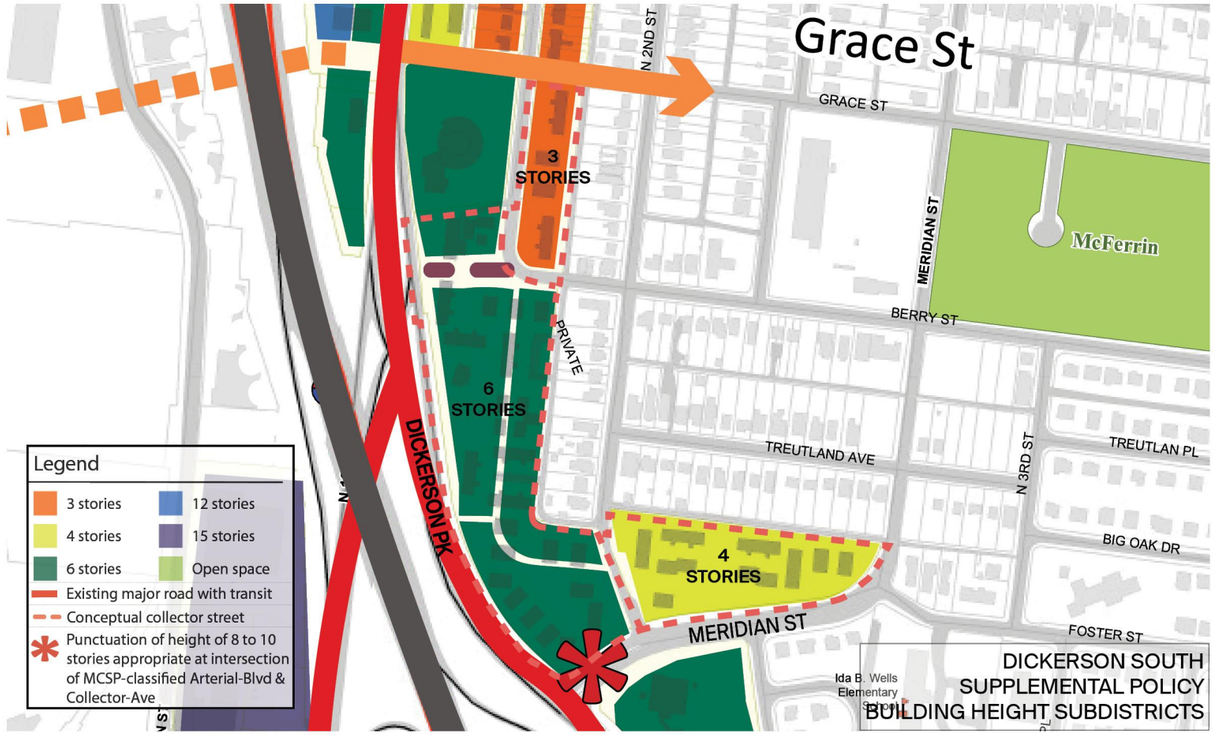
*(* Supplemental Policy will permit 6 stories on this parcel. See next page.)*

T4 MU Urban Mixed Use Neighborhood

651

301

Within the Nashville Community Character Manual, the 651 Joseph Ave and 301 2nd St properties are designated as T4 Center Urban Mixed Use Neighborhood (T4-MU). This policy is intended to preserve, enhance, and create mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed use and light development. These areas are intended to be served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit.



***Appendix**

Planning Policies

Supplemental Policy: Dickerson South Corridor Study

***For Reference Only**

These sites are part of a Small Area Plan Amendment within the East Nashville Community Plan of Nashville Next.

Appropriate Land Uses

Transit-supportive uses and densities, mixed-use developments and diverse range of housing types are encouraged. Taller buildings are appropriate and necessary to the west of Dickerson for high-capactiy transit service.

* Zoning districts that meet the policy and achieve close to the maximum height envisioned by the subdistrict.