

DRIFTWOOD REGULATORY SP

TABLE OF CONTENTS

2	SITE LOCATION/CONTEXT
3	PROPOSED ZONING AND BULK REGULATIONS
7	ACCESS & MOBILITY
17	GREENWAY & OPEN SPACE
18	FLOOD MITIGATION
19	UTILITY CAPACITY

CONTACT INFO:

OWNER: RIVER PARTNERS, II
Contact: Roger Brown

roger@nashvillecap.com
615-221-1122

PLANNER: HAWKINS PARTNERS, INC.
Contact: Parker Hawkins

p.hawkins@hawkinspartners.com
615-255-5218

CIVIL//TRAFFIC ENGINEER: KIMLEY HORN
Contact: Brendan Boles

Brendan.Boles@kimley-horn.com
615-564-2701



DRIFTWOOD
2022SP-083-001

Revised 2022-12-16



SITE LOCATION



SITE

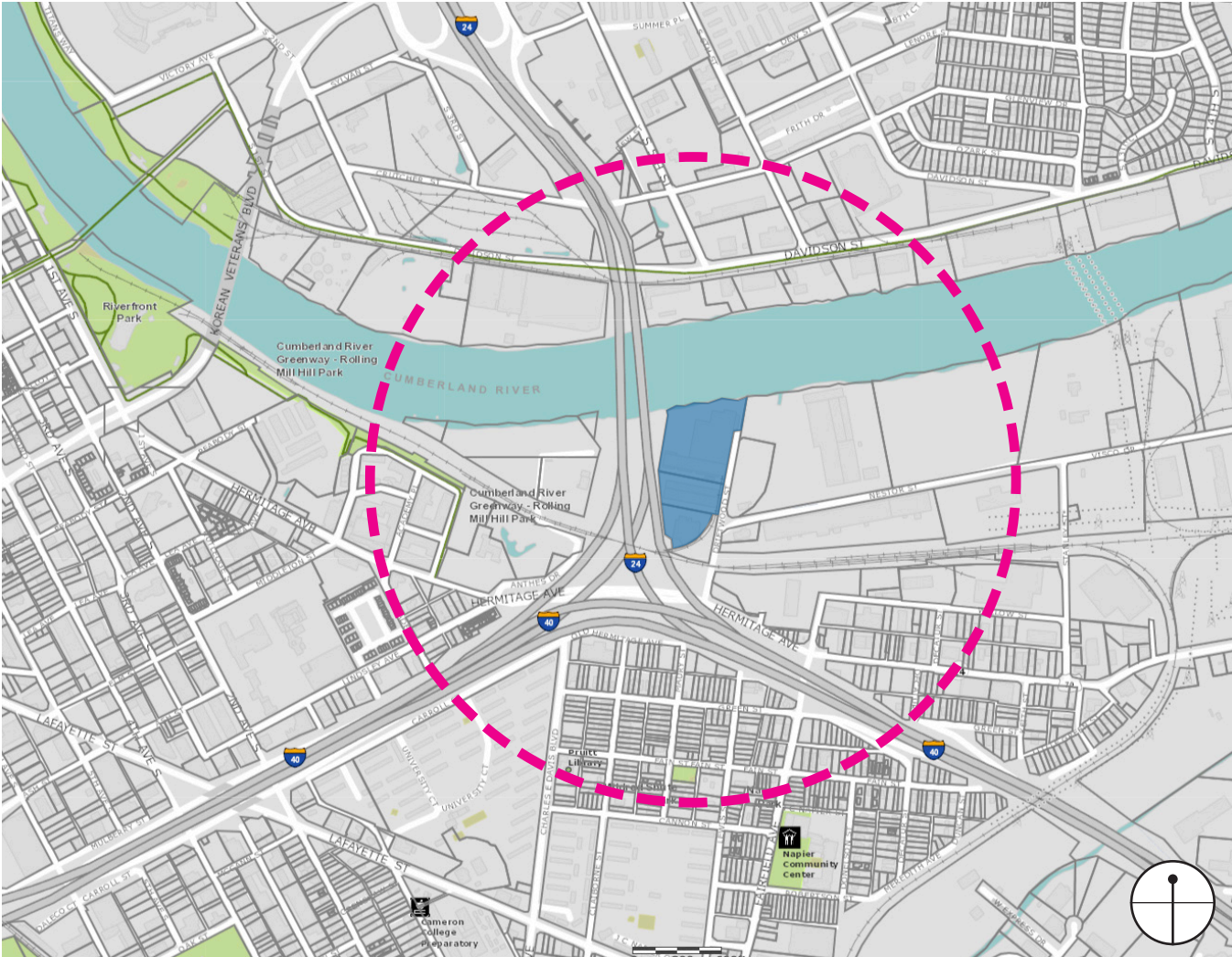
Source: Metro Nashville-Davidson County Mapping

	ADDRESS	PARCEL	ACREAGE	OWNER
1	309 Driftwood St	09312000800	1.31	River Partners, II, LLC
2	401 Driftwood St	09312000700	2.08	River Partners, II, LLC
3	407 Driftwood St	09312012600	6.00	River Partners, II, LLC
TOTAL ACREAGE			9.39	

Council District: 19 (FREDDIE O’CONNELL)
Existing Zoning: OG (OFFICE GENERAL)

This site is located within the Urban Zoning Overlay (UZO)

SITE CONTEXT



SITE 1/4 Mile Walking Radius

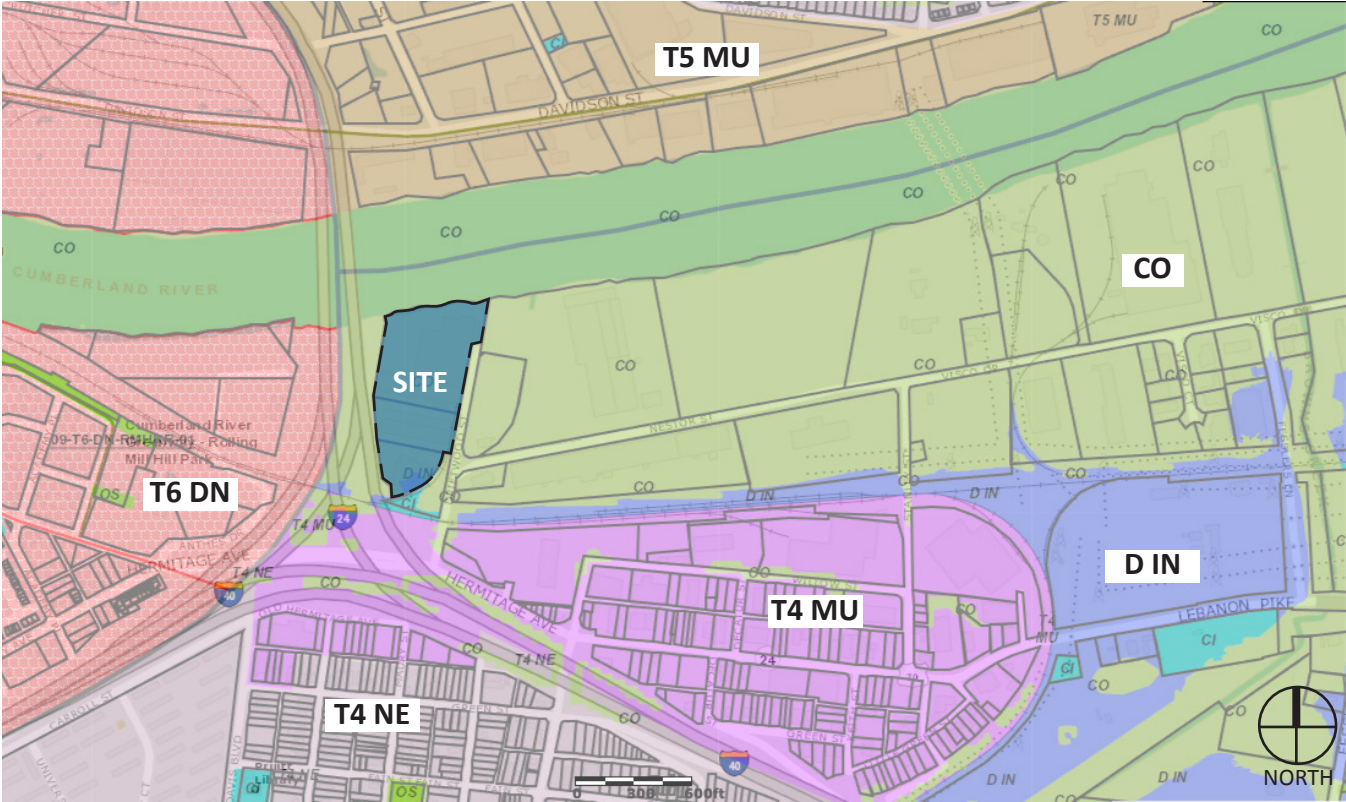
Source: Metro Nashville-Davidson County Mapping

DRIFTWOOD
2022SP-083-001

Revised 2022-12-16

SITE LOCATION AND CONTEXT

EXISTING COMMUNITY CHARACTER POLICY



Source: Metro Nashville-Davidson County Mapping

This site, along with all other parcels along the river in this area, falls within a **CO (Conservation)** designation due to its location within the 10 year floodplain. According to the Community Character Manual, the intent of CO is:

“...to keep undisturbed environmentally sensitive land features in a natural state and remediate 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. ... Additional special policies to address concerns unique to sites that contain these features may be applied through the Community Planning or the Detailed Design Plan process.” (CCM p. 69)

There is a very small portion of one of the parcels along the railroad that is designated **D IN (District Industrial)** which allows a variety of industrial uses as well as administrative, storage, specialized retail, office, food service, and convenience as supportive uses. D IN allows the following zoning designations: IWD, CS, CS-A, IR OL, **OG**, Design-based zoning.

PROPOSED COMMUNITY CHARACTER POLICY

T5 MU (Center Mixed-Use Neighborhood)

APPROPRIATE LAND USES	
Residential	Mixed Use
Commercial	Institutional
Office	Light Industrial, Cottage Industrial/Distribution

APPROPRIATE ZONING	
MUG-A	ORI-A
MUI-A	CF (only in Midtown T5 MU)

PERMITTED BUILDING TYPES	
High-Rise	Courtyard Flat
Stepped High-Rise	Low-Rise Commercial
Low-Rise Flat	Institutional
Mid-Rise Flat	Low-Rise Mixed-Use
Low-Rise Townhouse	Mid-Rise Mixed-Use
Mid-Rise Townhouse	

GENERAL CHARACTERISTICS

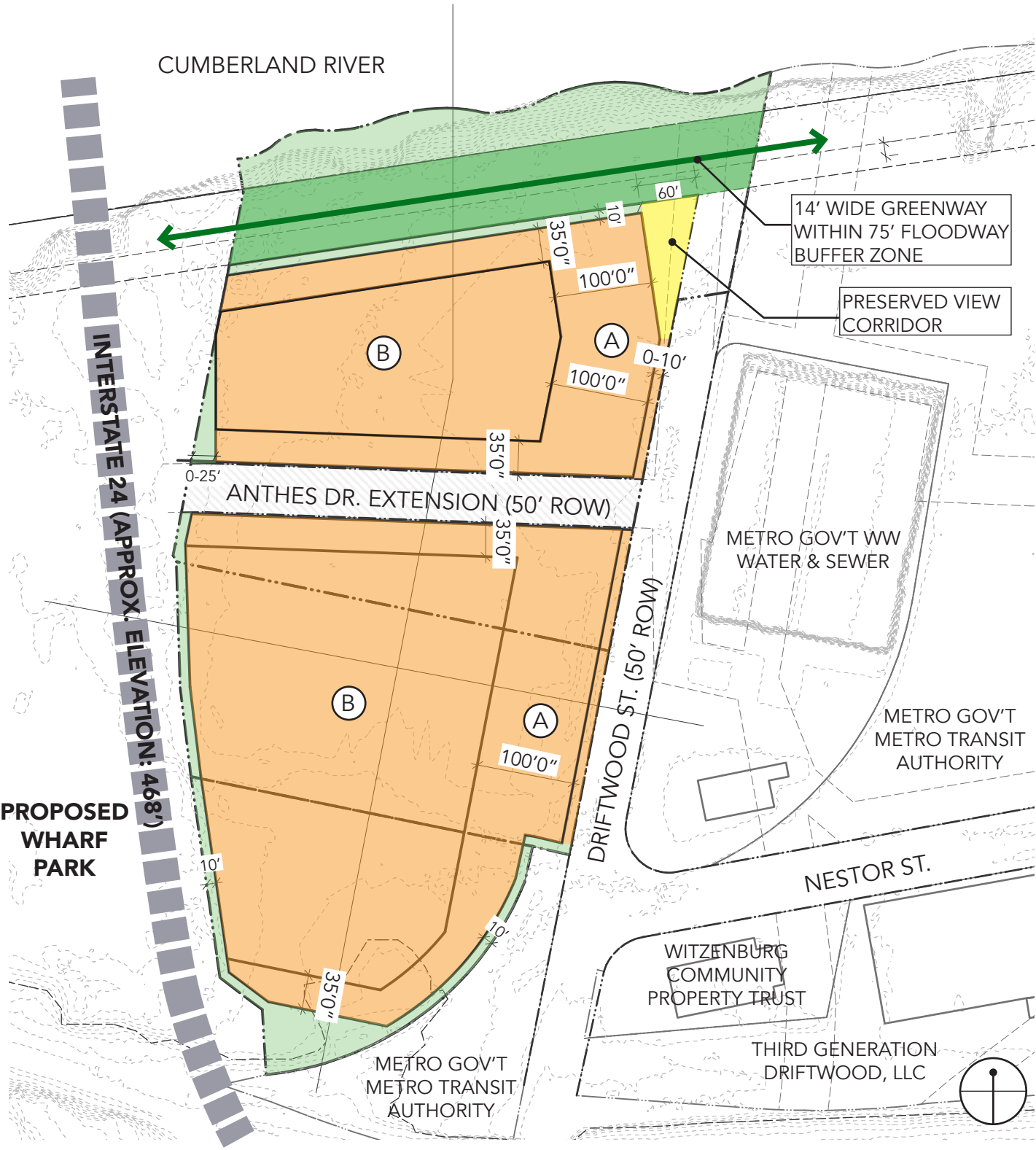
T5 Center Mixed Use Neighborhood (T5-MU) areas are intended to be among the most intense areas in Davidson County with a diverse mix of residential and nonresidential uses and consist of the following characteristics:

- Include major employment centers, representing several economic sectors including health care, finance, retail, the music industry, and lodging;
- Contain a significant amount of vertical mixed use development in buildings that contain high-density residential, institutional, high-intensity commercial, and office land uses;
- Regularly spaced buildings built to the back edge of the sidewalk with minimal spacing between buildings;
- Parking located in structures, and any surface parking behind or beside the buildings and accessed by side streets or alleys;
- Consistent use of lighting and formal landscaping;
- Served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit;
- Distinguishable boundaries identified by block structure, consistent lot size, and building placement; and
- Provide services to meet the daily needs of residents in the neighborhood and within a five to ten minute walk of the area, as well as services that are needed less frequently within a regional service area.

PROPOSED FALLBACK ZONING: MUG-A-NS

The purpose of this Regulatory SP is to establish standards for a mixed use development at 309, 401, and 407 Driftwood St.
All standards of this Regulatory SP shall follow the standards of MUG-A-NS zoning within the UZO unless otherwise specified.

General Bulk Regulations and Notes	
<ul style="list-style-type: none">Build-to Zone	0'-10'
Facade Width	
<ul style="list-style-type: none">Driftwood StreetAnthes Dr. Extension	80% of lot frontage min. 60% of lot frontage min.
<ul style="list-style-type: none">Min. building depth	15' from building facade
Height	
<ul style="list-style-type: none">Min. Ground Floor	12' Residential 14' all other uses
(A) Max. Height at Build-to Line	7 Stories (75')
(B) Max. Height	18 Stories (188' above ground level FFE meeting Metro Water Services requirements)
FAR	
<ul style="list-style-type: none">Max.	4.0 (1,636,114 s.f. total)
ISR	
<ul style="list-style-type: none">Max.	0.80
Sidewalk & Planting	
<ul style="list-style-type: none">Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street PlanLandscaping shall be provided per Metro Code.Street trees shall be provided at a maximum spacing of 50' on center in accordance with the regulations of Metro Departments and Agencies.	
Architectural Notes	
<ul style="list-style-type: none">Parking shall be lined along public ROW and greenway frontages. Parking may be screened with architectural screening and/or art mural adjacent to Wharf Park.Balconies or terraces may project into designated setbacks.	
Additional Notes	
<ul style="list-style-type: none">Greenway Frontage: 25% of Cumberland River Greenway frontage will have active uses.General Building Height: Calculations for Measurement from Grade and Measurement of Height shall be as noted in "Downtown Code Section IV General Standards / Calculations" unless otherwise noted herein.Uses: The Final Specific Plan will provide a minimum of 3 of all land uses allowed under MUG-A-NS zoning, with a maximum of 1,636 residential units and 500,000 s.f. of all other uses allowed within MUG-A-NS.Refer to sections for additional detail.	



DRIFTWOOD

2022SP-083-001

Revised 2022-12-16

PROPOSED ZONING AND BULK REGULATIONS





EAST/WEST SITE SECTION

MAX. HEIGHT

18 STORIES MAX. (188' FROM APPROVED MWS FFE)

APPROX. 468' INTERSTATE 24 BRIDGES

BUILDING FFE FOR 1ST OCCUPIED FLOOR*

416.1' (FLOOD ELEVATION)

DRIFTWOOD ST. ROW

7 STORIES
MAX.
75'

0-10'
SETBACK AT PUBLIC ROW

100'

PROPOSED REGULATORY SP
BUILDING ENVELOPE

EXISTING OG
ZONING BUILDING
ENVELOPE

10'
SETBACK

OG BULK REGULATIONS
MAX. FAR: 1.5
MAX. ISR: 0.80
MIN. REAR SETBACK: 20'
MIN. SIDE SETBACK: 5'
MAX HEIGHT AT SETBACK: 30'
SLOPE OF HCP: 1.5 TO 1

DRIFTWOOD PROJECT AREA

WHARF PARK

* BUILDING FFE MIN. 1' ABOVE 100 YEAR FLOOD FOR COMMERCIAL AND MIN. 4' ABOVE 100 YEAR FLOOD FOR RESIDENTIAL TO MEET METRO WATER SERVICES REQUIREMENTS FOR DEVELOPMENT WITHIN THE 100-YEAR FLOODPLAIN.

DRIFTWOOD

2022SP-083-001

Revised 2022-12-16

5

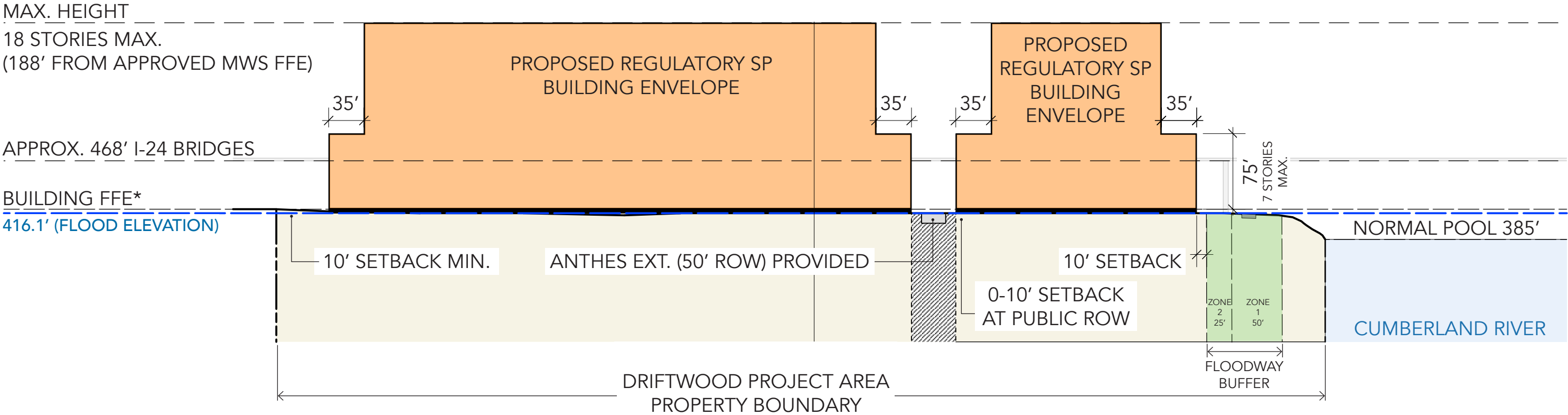
ZONING AND BULK REGULATIONS

Kimley»Horn

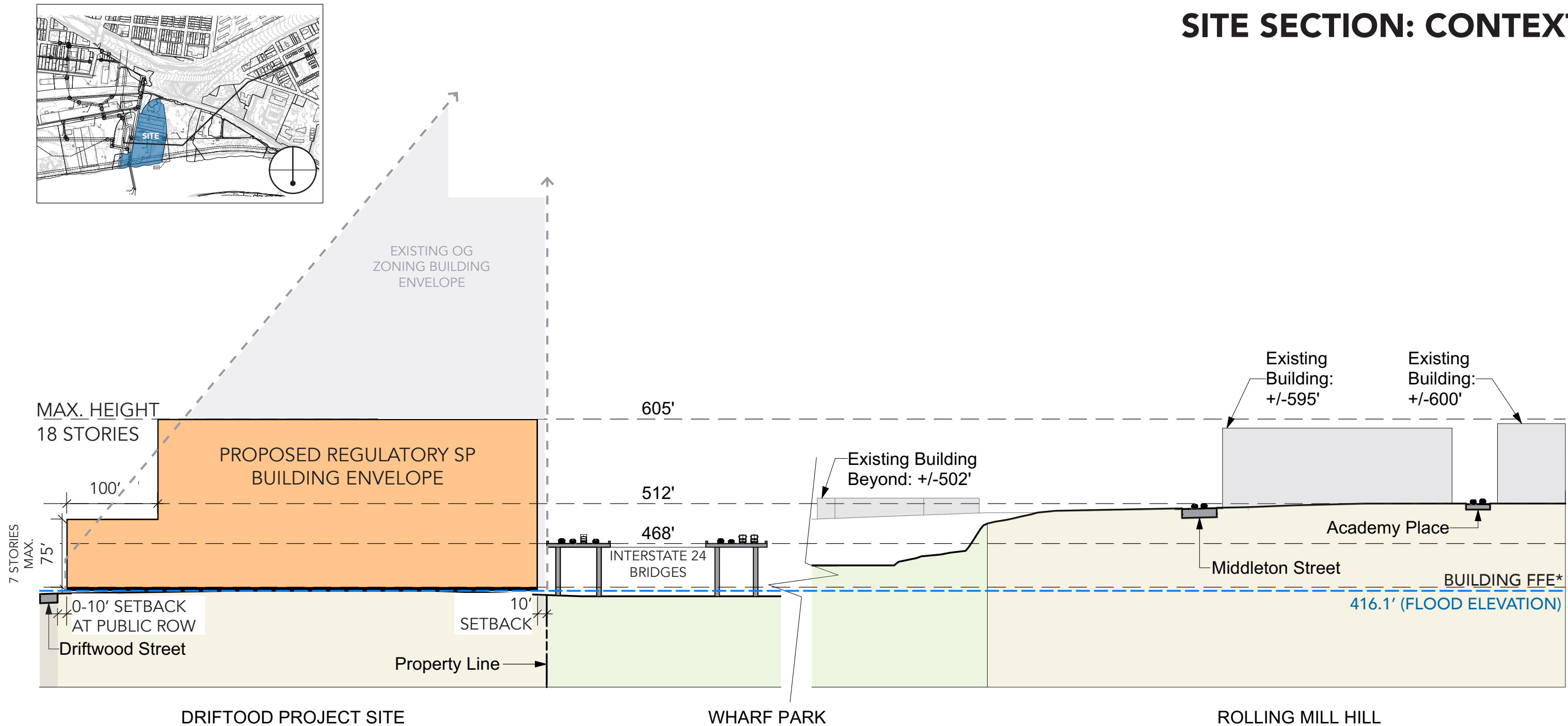




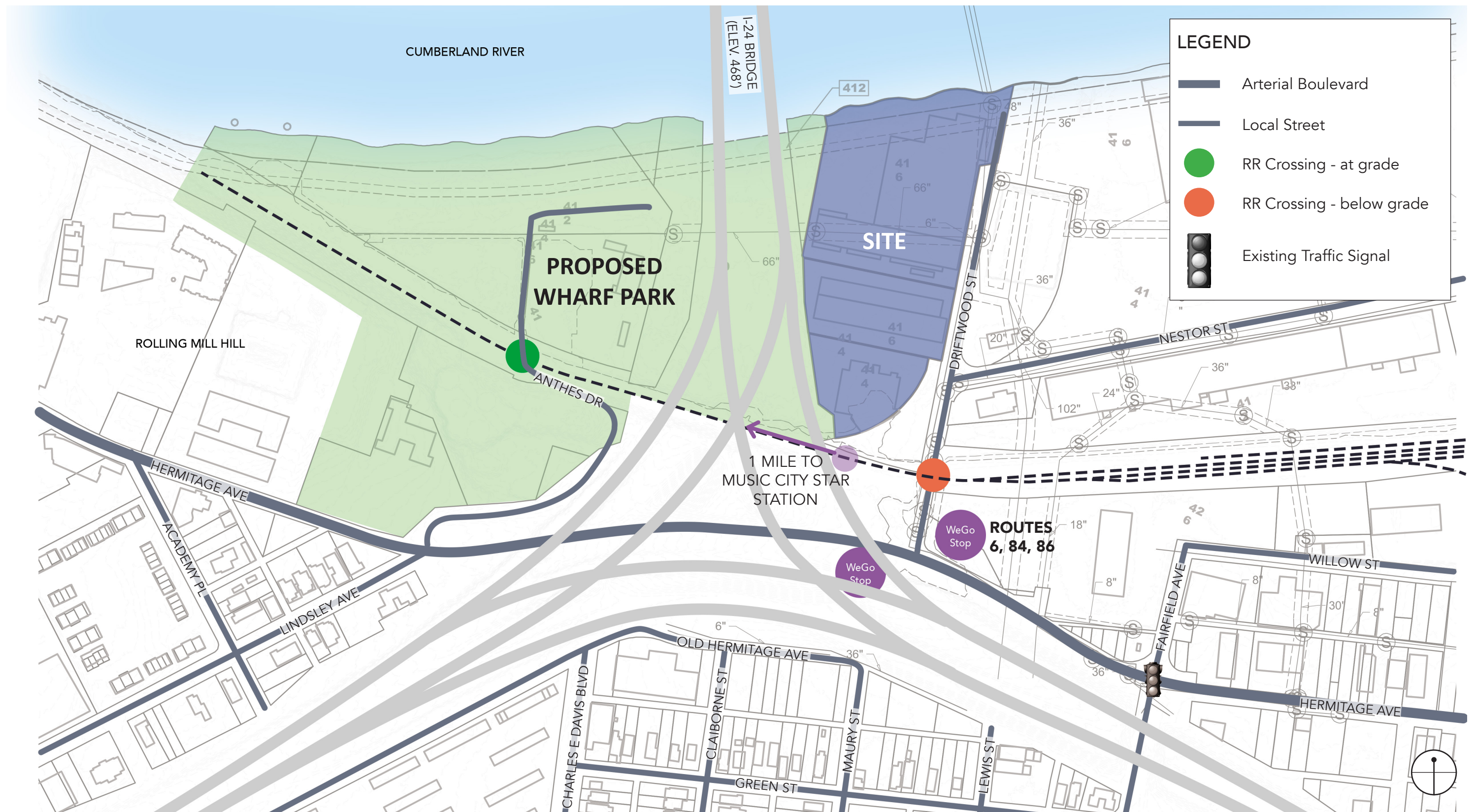
NORTH/SOUTH SITE SECTION



* BUILDING FFE MIN. 1' ABOVE 100 YEAR FLOOD FOR COMMERCIAL AND MIN. 4' ABOVE 100 YEAR FLOOD FOR RESIDENTIAL TO MEET METRO WATER SERVICES REQUIREMENTS FOR DEVELOPMENT WITHIN THE 100-YEAR FLOODPLAIN.



* BUILDING FFE MIN. 1' ABOVE 100 YEAR FLOOD FOR COMMERCIAL AND MIN. 4' ABOVE 100 YEAR FLOOD FOR RESIDENTIAL TO MEET METRO WATER SERVICES REQUIREMENTS FOR DEVELOPMENT WITHIN THE 100-YEAR FLOODPLAIN.



DRIFTWOOD

2022SP-083-001

Revised 2022-12-16

8

ACCESS AND MOBILITY

EXISTING CONDITIONS

Kimley»Horn



MEMORANDUM

To: Roger Brown, *Nashville Capital Group, LLC*

From: Kennedy Adams, P.E., *Kimley-Horn and Associates, Inc.*

Date: October 20, 2022

RE: *Driftwood Site – Preliminary Traffic Analysis*

PROJECT OVERVIEW

The *Driftwood Site* development, which is expected to be completed in 2025 (referred to herein as build-out year), is proposed to consist of approximately 1,636 multifamily units, 409 hotel rooms, 40,903 SF of retail space, and 40,903 SF of restaurant space. The approximate 9.39-acre site is located west of Driftwood Street, east of I-24, north of the CSX rail line, and south of the Cumberland River within the Metropolitan Government of Nashville and Davidson County, Tennessee. This memorandum has been prepared to provide a preliminary analysis of the traffic conditions associated with the proposed development.

EXISTING CONDITIONS

Hermitage Avenue is a 4-lane roadway with a posted speed limit of 40 MPH between Fairfield Avenue and Lindsley Avenue/Anthes Drive. Hermitage Avenue transitions to a 3-lane roadway west of Lindsley Avenue/Anthes Drive (30 MPH) and east of Hermitage Avenue (40 MPH). The 3-lane segments of Hermitage have one lane in each direction with a reversible lane in the center. The reversible lane is available for westbound traffic during the AM peak period, eastbound traffic during the PM peak period, and is a center two-way turn lane (TWTL) during the off-peak periods. Traffic counts collected by Kimley-Horn in 2022 indicate that the average daily traffic (ADT) volume along Hermitage Avenue in the vicinity of the site is approximately 18,980 vehicles per day.

Driftwood Street is a 2-lane roadway with no posted speed limit (assumed 30 MPH). Traffic counts collected by Kimley-Horn in 2022 indicate that the average daily traffic (ADT) volume along Driftwood Street in the vicinity of the site is approximately 3,840 vehicles per day.

Currently, there are pedestrian facilities (sidewalks) provided along both sides of Hermitage Avenue within the vicinity of the site. In addition to the sidewalks, WeGo bus stops with benches are provided for both travel directions at the intersection of Hermitage Avenue at Driftwood Street.

Turning movement counts (TMCs) were also collected by Kimley-Horn in 2022 at the following intersections:

- 1. Hermitage Avenue at Lindsley Avenue/Anthes Drive (Unsignalized)
- 2. Hermitage Avenue at Driftwood Street (Unsignalized)
- 3. Hermitage Avenue at Fairfield Avenue (Signalized)
- 4. Hermitage Avenue at Decatur Street (Signalized)

5. Hermitage Avenue at Stanley Street (Unsignalized)

Capacity analyses were performed for the PM peak hour under the existing conditions using PTV Vistro software. PTV Vistro uses LOS determination and delay calculation methodologies from the *Highway Capacity Manual, 7th Edition* (HCM 7th). The results for the level-of-service (LOS) are shown by intersection in **Table 1**.

Table 1: Existing LOS Summary <i>LOS (delay in seconds)</i>			
Intersection	Control	Approach/Movement	PM Peak
1. Hermitage Avenue at Lindsley Avenue/Anthes Drive	TWSC	NB	F (379.3)
		SB	C (15.1)
		EBL	A (8.4)
		WBL	B (11.4)
2. Hermitage Avenue at Driftwood Street	TWSC	SB	C (19.0)
		EBL	B (10.1)
3. Hermitage Avenue at Fairfield Avenue	Signal	Overall	D (47.5)
4. Hermitage Avenue at Decatur Street	Signal	Overall	A (7.7)
5. Hermitage Avenue at Stanley Street	TWSC	SB	C (19.6)
		EBL	A (8.0)

**Two-way stop control (TWSC)*

The results indicate that under existing conditions, the northbound approach at the intersection of Hermitage Avenue at Lindsley Avenue/Anthes Drive (Intersection 1) is projected to operate at LOS F. It should be noted that low levels-of-service are not uncommon for unsignalized, minor street approaches as vehicles may experience increased delay when turning onto a major roadway during the peak hours.

The following improvements were identified to improve the existing 2022 conditions:

- Intersection 1: Hermitage Avenue at Lindsley Avenue/Anthes Drive
 - Install a traffic signal

The LOS summary for existing scenario with improvements is shown in **Table 2**.

Table 2: Existing LOS Summary - Improved <i>LOS (delay in seconds)</i>			
Intersection	Control	Approach/Movement	PM Peak
1. Hermitage Avenue at Lindsley Avenue/Anthes Drive	Signal	Overall	B (14.7)



NO-BUILD CONDITIONS

The existing 2022 traffic volumes were increased by 4.0% per year for three years to account for the expected background growth through year 2025. In addition to background growth for the traffic volumes, the following network modifications were considered for the No-Build scenario:

- Rolling Mill Hill Greenway Extension
 - This project proposes to extend the Rolling Mill Hill Greenway from the Riverhouse Apartments to the western edge of the proposed *Driftwood Site* development.
 - This project is anticipated to be completed with the Wharf Park development.
- Anthes Drive Extension
 - This project proposes to extend Anthes Drive from its existing terminus to the western edge of the proposed *Driftwood Site* development.
 - This project is anticipated to be completed with the Wharf Park development.
- East Bank Blue Bridge (Potential Project)
 - This project proposes to provide a new bridge connection across the Cumberland River east of the existing I-24 bridge. The discussions regarding the feasibility and location of the Blue Bridge are still ongoing. Our current understanding is that the two potential locations for the bridge to tie in south of the river are at Fairfield Avenue or further east.

The results for the No-Build capacity analyses are shown in **Table 3**.

Table 3: Projected 2025 No-Build LOS Summary <i>LOS (delay in seconds)</i>			
Intersection	Control	Approach/Movement	PM Peak
1. Hermitage Avenue at Lindsley Avenue/Anthes Drive	TWSC	NB	F (661.2)
		SB	C (16.9)
		EBL	A (8.5)
		WBL	B (12.5)
2. Hermitage Avenue at Driftwood Street	TWSC	SB	C (21.9)
		EBL	B (10.6)
3. Hermitage Avenue at Fairfield Avenue	Signal	Overall	F (84.0)
4. Hermitage Avenue at Decatur Street	Signal	Overall	A (8.2)
5. Hermitage Avenue at Stanley Street	TWSC	SB	C (22.8)
		EBL	A (8.2)

*Two-way stop control (TWSC)

The results indicate that with the existing lane configuration at the study intersections and the projected 2025 No-Build traffic volumes, the northbound approach at the intersection of Hermitage Avenue at Lindsley Avenue/Anthes Drive (Intersection 1) is projected to operate at LOS F. It should be noted that low levels-of-service are not uncommon for unsignalized, minor street approaches as vehicles may experience increased delay when turning onto a major roadway during the peak hours. Additionally, the overall intersection of Hermitage Avenue at Fairfield Avenue (Intersection 3) is projected to operate at LOS F.

The following improvements were identified to improve the projected 2025 No-Build conditions:

- Intersection 1: Hermitage Avenue at Lindsley Avenue/Anthes Drive (Existing Need)
 - Install a traffic signal
- Intersection 3: Hermitage Avenue at Fairfield Avenue
 - Provide a westbound left-turn lane

The LOS summary for No-Build scenario with improvements is shown in **Table 4**.

Table 4: Projected 2025 No-Build LOS Summary - Improved <i>LOS (delay in seconds)</i>			
Intersection	Control	Approach/Movement	PM Peak
1. Hermitage Avenue at Lindsley Avenue/Anthes Drive	Signal	Overall	B (16.7)
3. Hermitage Avenue at Fairfield Avenue	Signal	Overall	C (34.8)

BUILD CONDITIONS

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. **Table 5** summarizes the project trip generation.

Table 5: Trip Generation								
ITE Code	Land Use	Density	Daily		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
221	Multifamily Housing (Mid-Rise)	1,636 units	3,879	3,879	163	545	389	249
310	Hotel	409 rooms	2,005	2,005	110	87	140	135
821	Strip Retail Plaza	40,903 SF	1,381	1,381	44	27	104	108
932	High-Turnover (Sit-Down) Restaurant	40,903 SF	2,192	2,192	215	176	226	144
Gross Trips			9,457	9,457	532	835	859	636
Internal Capture/Mixed-Use Reductions			-716	-716	-80	-80	-214	-214
Alternative Mode Reductions (20%)			-1,749	-1,749	-91	-150	-129	-84
Pass-By Reductions			-1,076	-1,076	-49	-49	-49	-49
Net New Trips			5,916	5,916	312	556	467	289



The following network modifications were considered for the Build scenario in addition to the previously listed No-Build modifications:

- Rolling Mill Greenway Extension
 - The *Driftwood Site* development proposes to extend the Rolling Mill Hill Greenway through the site along the Cumberland River.
- Anthes Drive Extension
 - The *Driftwood Site* development proposes to extend Anthes Drive through the site to connect with Driftwood Street.
- Driftwood Street Improvements
 - The Driftwood Site development proposes to widen Driftwood Street to a 3-lane cross section.
 - The Driftwood Site development also proposes to raise the road to the 100-year flood elevation plus 1 foot (approximately 417-foot elevation).
 - The Driftwood Site development proposes to rebuild the rail line underpass along Driftwood Street.

The project trips were distributed through the network with the following distribution:

- To/From Downtown via Hermitage Avenue – 20%
- To/From Lindsley Avenue – 5%
- To Fairfield Avenue – 45% (accommodates traffic returning to I-24/40)
- From Fairfield Avenue – 15%
- From Decatur Street – 30%
- To/From Donelson via Lebanon Pike – 30%

The project trips were assigned to the site access points along Hermitage with the following assignment:

- Enter/Exit via Anthes Drive – 10%
- Enter/Exit via Driftwood Street – 90%
- Enter/Exit via Stanley Street – 0%

The project trips were added to the No-Build traffic to develop the Build traffic volumes. The results for the Build capacity analyses are shown in **Table 5**.

Table 5: Projected 2025 Build LOS Summary			
LOS (delay in seconds)			
Intersection	Control	Approach/Movement	PM Peak
1. Hermitage Avenue at Lindsley Avenue/Anthes Drive	TWSC	NB	F (879.4)
		SB	C (17.3)
		EBL	A (8.7)
		WBL	B (13.4)
2. Hermitage Avenue at Driftwood Street	TWSC	SB	F (440.0)
		EBL	B (14.9)
3. Hermitage Avenue at Fairfield Avenue	Signal	Overall	F (505.0)
4. Hermitage Avenue at Decatur Street	Signal	Overall	B (11.9)
5. Hermitage Avenue at Stanley Street	TWSC	SB	D (28.0)
		EBL	A (8.5)

*Two-way stop control (TWSC)

The results indicate that with the existing lane configuration at the study intersections and the projected 2025 No-Build traffic volumes, the northbound approach at the intersection of Hermitage Avenue at Lindsley Avenue/Anthes Drive (Intersection 1) is projected to operate at LOS F. It should be noted that low levels-of-service are not uncommon for unsignalized, minor street approaches as vehicles may experience increased delay when turning onto a major roadway during the peak hours. Additionally, the overall intersections of Hermitage Avenue at Driftwood Street (Intersection 1) and Hermitage Avenue at Fairfield Avenue (Intersection 3) are projected to operate at LOS F.

The following improvements were identified to improve the projected 2025 No-Build conditions:

- Intersection 1: Hermitage Avenue at Lindsley Avenue/Anthes Drive (Existing Need)
 - Install a traffic signal
- Intersection 2: Hermitage Avenue at Driftwood Street (Build Need)
 - Install a traffic signal
- Intersection 3: Hermitage Avenue at Fairfield Avenue (No-Build Need)
 - Provide a westbound left-turn lane

The LOS summary for Build scenario with improvements is shown in **Table 6**.



Table 6: Projected 2025 Build LOS Summary – Improved <i>LOS (delay in seconds)</i>			
Intersection	Control	Approach/Movement	PM Peak
1. Hermitage Avenue at Lindsley Avenue/Anthes Drive	Signal	Overall	B (18.6)
2. Hermitage Avenue at Driftwood Street	Signal	Overall	B (12.2)
3. Hermitage Avenue at Fairfield Avenue	Signal	Overall	D (35.1)

ADJACENT DEVELOPMENT CONDITIONS

An additional analysis was performed to determine the impacts of additional development adjacent to the Driftwood Site. At this time, no specific programs or plans have been determined for additional development in this area. Through the capacity analysis, it was determined that approximately 840 PM peak hour trips could be added to the network with the improvements listed below before more substantial improvements would need to be made:

- Intersection 1: Hermitage Avenue at Lindsley Avenue/Anthes Drive (Existing Need)
 - Install a traffic signal
- Intersection 2: Hermitage Avenue at Driftwood Street
 - Install a traffic signal (Build Need)
 - Provide a westbound right-turn lane (Additional Development Need)
- Intersection 3: Hermitage Avenue at Fairfield Avenue (No-Build Need)
 - Provide a westbound left-turn lane

The LOS summary for Build with adjacent development scenario with improvements is shown in Table 7.

Table 7: Projected 2025 Build LOS Summary – Improved <i>LOS (delay in seconds)</i>			
Intersection	Control	Approach/Movement	PM Peak
1. Hermitage Avenue at Lindsley Avenue/Anthes Drive	Signal	Overall	C (23.5)
2. Hermitage Avenue at Driftwood Street	Signal	Overall	E (76.0)
3. Hermitage Avenue at Fairfield Avenue	Signal	Overall	D (42.6)

CURRENT ZONING TRAFFIC COMPARISON

In addition to the analysis for the proposed development program, a trip generation was performed for a development program consistent with the current zoning OG at 1.5 FAR. The comparison is shown in Table 8.

Table 8: Trip Generation Comparison					
ITE Code	Land Use	Density	Daily	AM Peak	PM Peak
Current Zoning OG 1.5 FAR Program					
710	General Office Building	613,543 SF	5,624	797	748
Alternative Mode Reductions (20%)			-1,124	-159	-150
Net New Office Trips			4,500	638	598
Proposed Driftwood Site Trip Generation					
221	Multifamily Housing (Mid-Rise)	1,636 units	7,758	708	638
310	Hotel	409 rooms	4,010	197	275
821	Strip Retail Plaza	40,903 SF	2,762	71	212
932	High-Turnover (Sit-Down) Restaurant	40,903 SF	4,384	391	370
Gross Trips			18,914	1,367	1,495
Internal Capture Reduction			-1,432	-160	-428
Alternative Mode Reductions (20%)			-3,497	-242	-214
Pass-By Reductions			-2,1152	-98	-98
Net New Driftwood Site Trips			11,833	867	755
Comparison					
Increase for Driftwood Trips			+7,333	+229	+157
% Increase for Driftwood Trips			+163%	+36%	+26%

The proposed total square footage for the Driftwood Site development is approximately 1,636,115 SF with an FAR of 4.0. The square footage for an office development with a 1.5 FAR is approximately 613,545 SF. The proposed Driftwood Site development yields an approximate 167% increase in density but only a 36% increase in peak hour traffic. The projected traffic for the Driftwood Site is anticipated to be distributed more throughout the day than contributing to peak traffic times along Hermitage Avenue.



CONCLUSIONS

Based on the results of the preliminary capacity analyses, the following improvements are recommended for consideration:

Existing 2022 Conditions

- Intersection 1: Hermitage Avenue at Lindsley Avenue/Anthes Drive (Existing Need)
 - Install a traffic signal

Projected No-Build 2025 Conditions (Background Growth)

- Intersection 3: Hermitage Avenue at Fairfield Avenue (No-Build Need)
 - Provide a westbound left-turn lane

Projected Build 2025 Conditions (Driftwood Site Development)

- Intersection 2: Hermitage Avenue at Driftwood Street (Build Need)
 - Install a traffic signal

Adjacent Development Conditions (Other Developments Near the Driftwood Site Development)

- Intersection 2: Hermitage Avenue at Driftwood Street (Build Need)
 - Provide a westbound right-turn lane (Additional Development Need)

We hope this information is helpful. Please contact us at (615) 564-2701 should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Kennedy Adams

Kennedy Adams, P.E.,
Project Manager

Attachments:

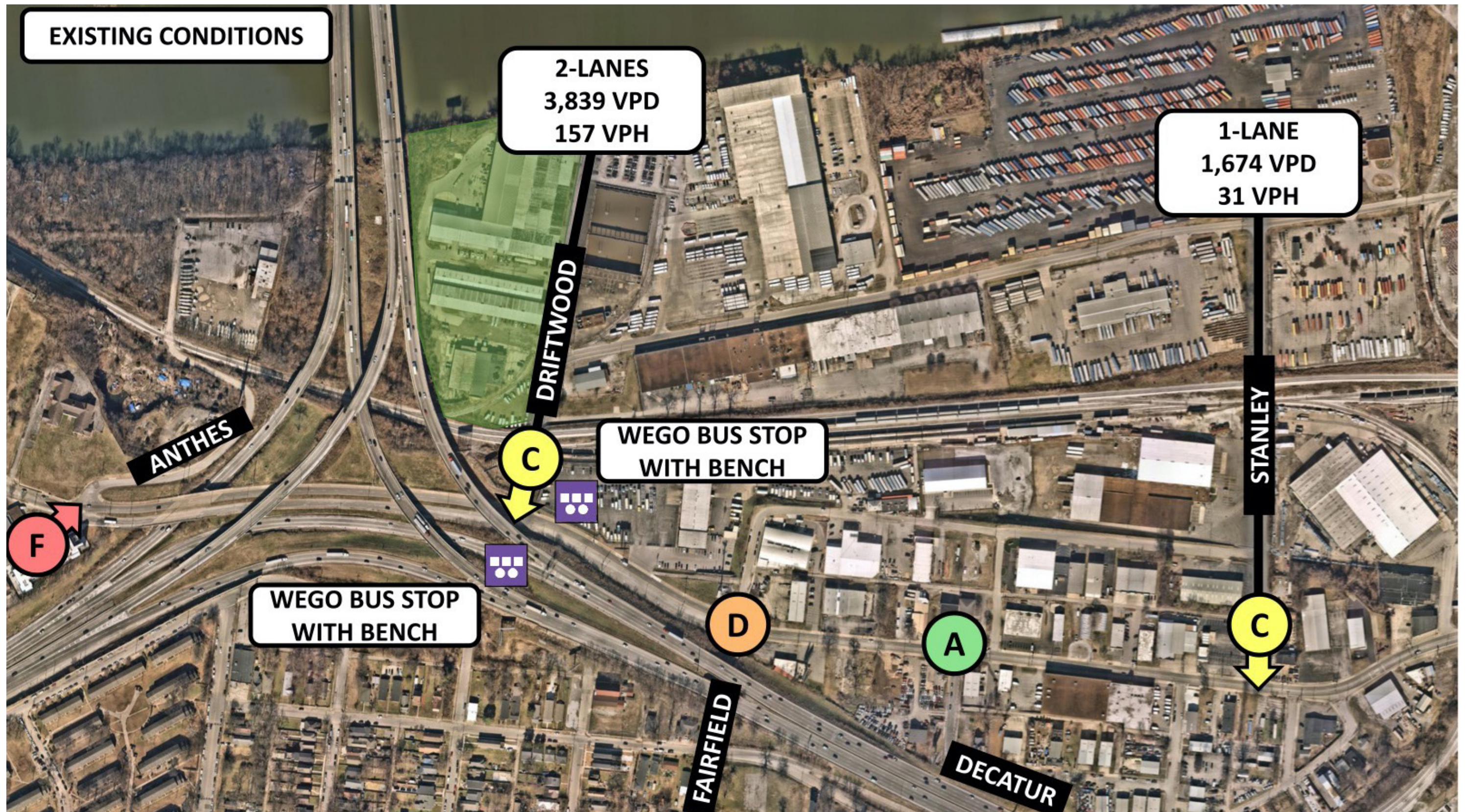
- Analysis Results & Recommendations Graphics

(EXISTING ZONING) OG FAR: 613,542 S.F.
PROPOSED MIXED-USE 4.0 FAR: 1,636,114 S.F.

167% INCREASE IN DENSITY
36% AND 26% INCREASE TO PEAK HOUR TRAFFIC

TRIP GENERATION COMPARISON

DEVELOPMENT SCENARIO	LAND USE	DENSITY	DAILY TRIPS	AM PEAK TRIPS	PM PEAK TRIPS
CURRENT ZONING OG 1.5 FAR	GENERAL OFFICE	613,543 SF	5,624	797	748
	ALT MODE REDUCTIONS (20%)		-1,124	-159	-150
	NET TRIPS		4,500	638	598
PROPOSED MIXED-USE 4.0 FAR	MULTIFAMILY	1,636 UNITS	7,758	708	638
	HOTEL	409 ROOMS	4,010	197	275
	RETAIL	40,903 SF	2,762	71	212
	RESTAURANT	40,903 SF	4,384	391	370
	TOTAL GROSS TRIPS		18,914	1,367	1,495
	MIXED-USE REDUCTIONS		-1,432	-160	-428
	ALT MODE REDUCTIONS (20%)		-3,497	-242	-214
	PASS-BY REDUCTIONS		-2,152	-98	-98
	NET TRIPS		11,833	867	755
	COMPARED TO OG 1.5 FAR		+7,333	+229	+157
			+163%	+36%	26%



DRIFTWOOD

2022SP-083-001

Revised 2022-12-16

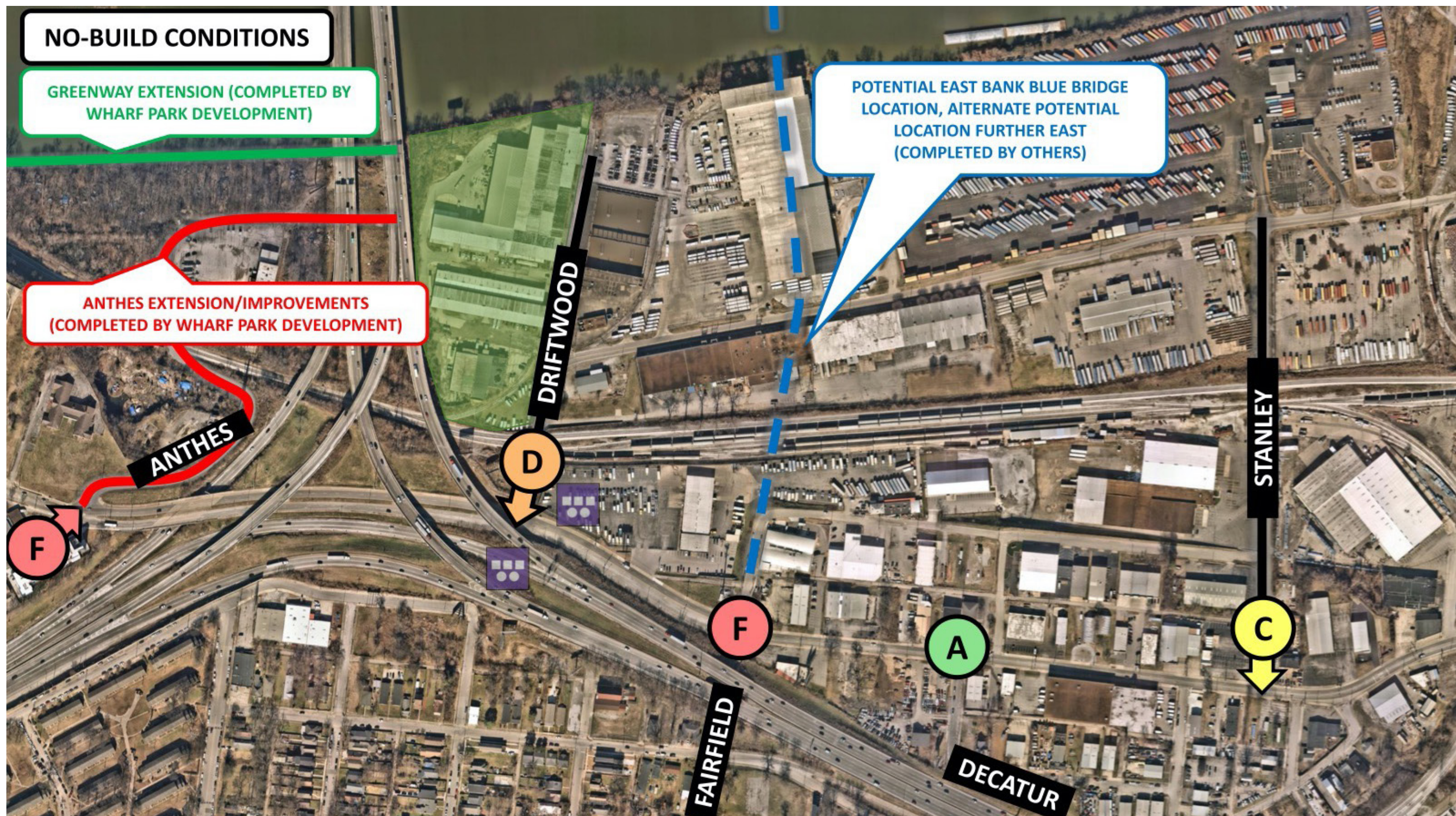
14

ACCESS AND MOBILITY

EXISTING CONDITIONS

Kimley»Horn





DRIFTWOOD

2022SP-083-001

Revised 2022-12-16

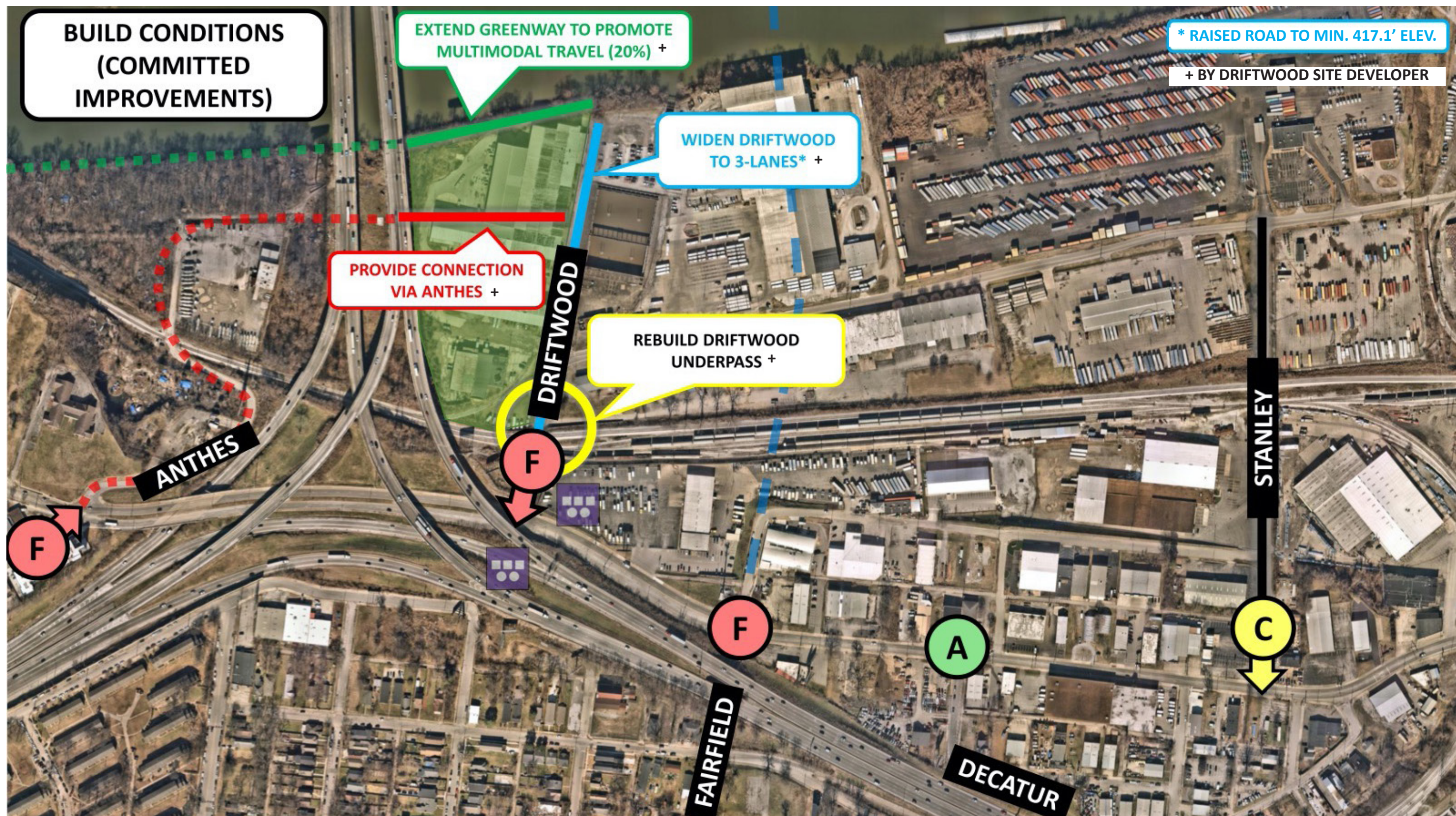
15

ACCESS AND MOBILITY

NO-BUILD CONDITIONS

Kimley»Horn





DRIFTWOOD
2022SP-083-001

Revised 2022-12-16

16

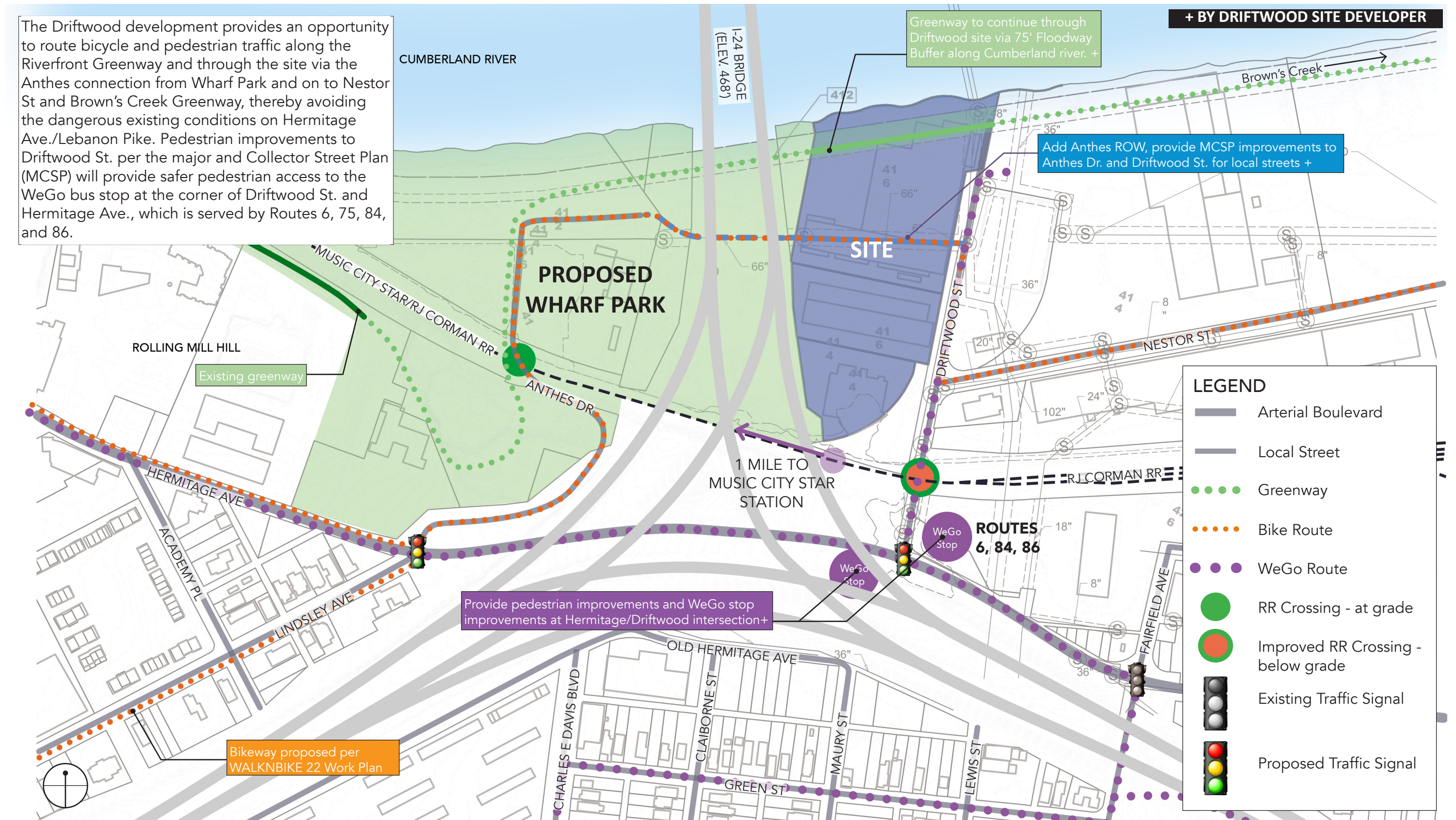
ACCESS AND MOBILITY

BUILD CONDITIONS (COMMITTED IMPROVEMENTS)

Kimley»Horn



The Driftwood development provides an opportunity to route bicycle and pedestrian traffic along the Riverfront Greenway and through the site via the Anthes connection from Wharf Park and on to Nestor St and Brown's Creek Greenway, thereby avoiding the dangerous existing conditions on Hermitage Ave./Lebanon Pike. Pedestrian improvements to Driftwood St. per the major and Collector Street Plan (MCSP) will provide safer pedestrian access to the WeGo bus stop at the corner of Driftwood St. and Hermitage Ave., which is served by Routes 6, 75, 84, and 86.



DRIFTWOOD

2022SP-083-001

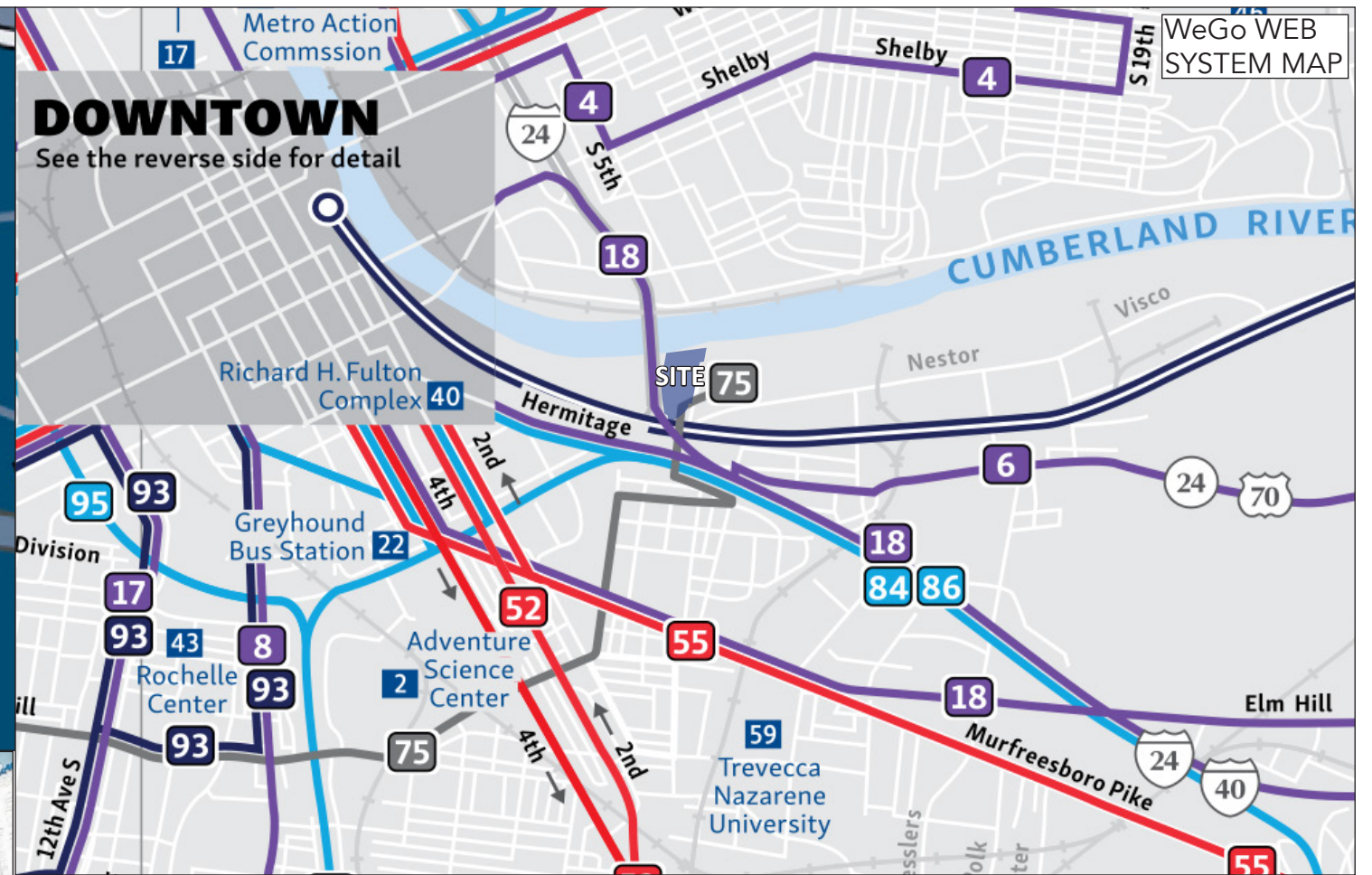
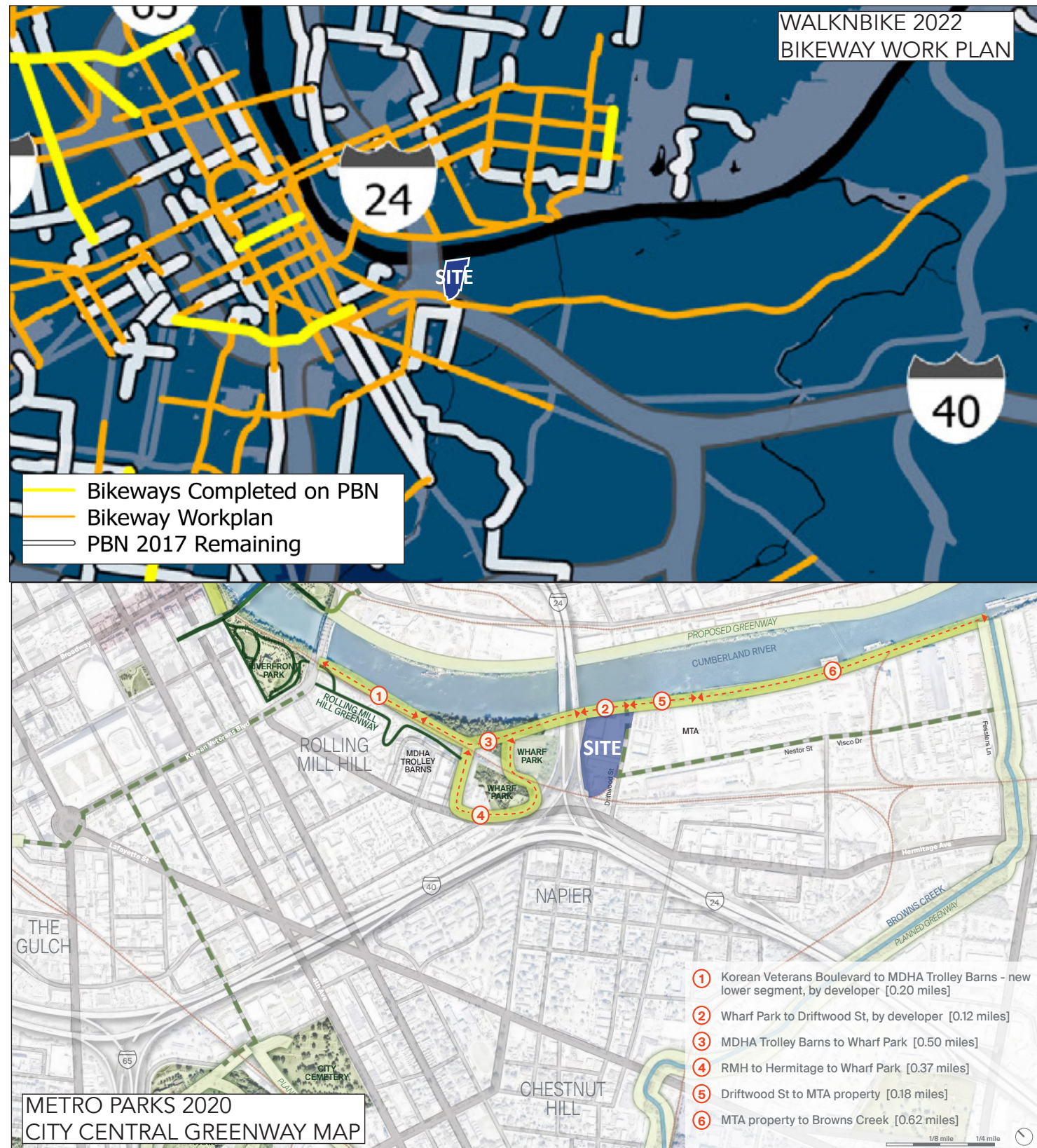
Revised 2022-12-16

17

ACCESS & MOBILITY MULTIMODAL IMPROVEMENTS

Kimley»Horn





Existing maps from the Walknbike 2022 Bikeway Work Plan, Metro Parks City Central Greenway Map, and WeGo WEB System Map show the larger context of multimodal connectivity as it relates to the Driftwood site.

DRIFTWOOD

2022SP-083-001

Revised 2022-12-16

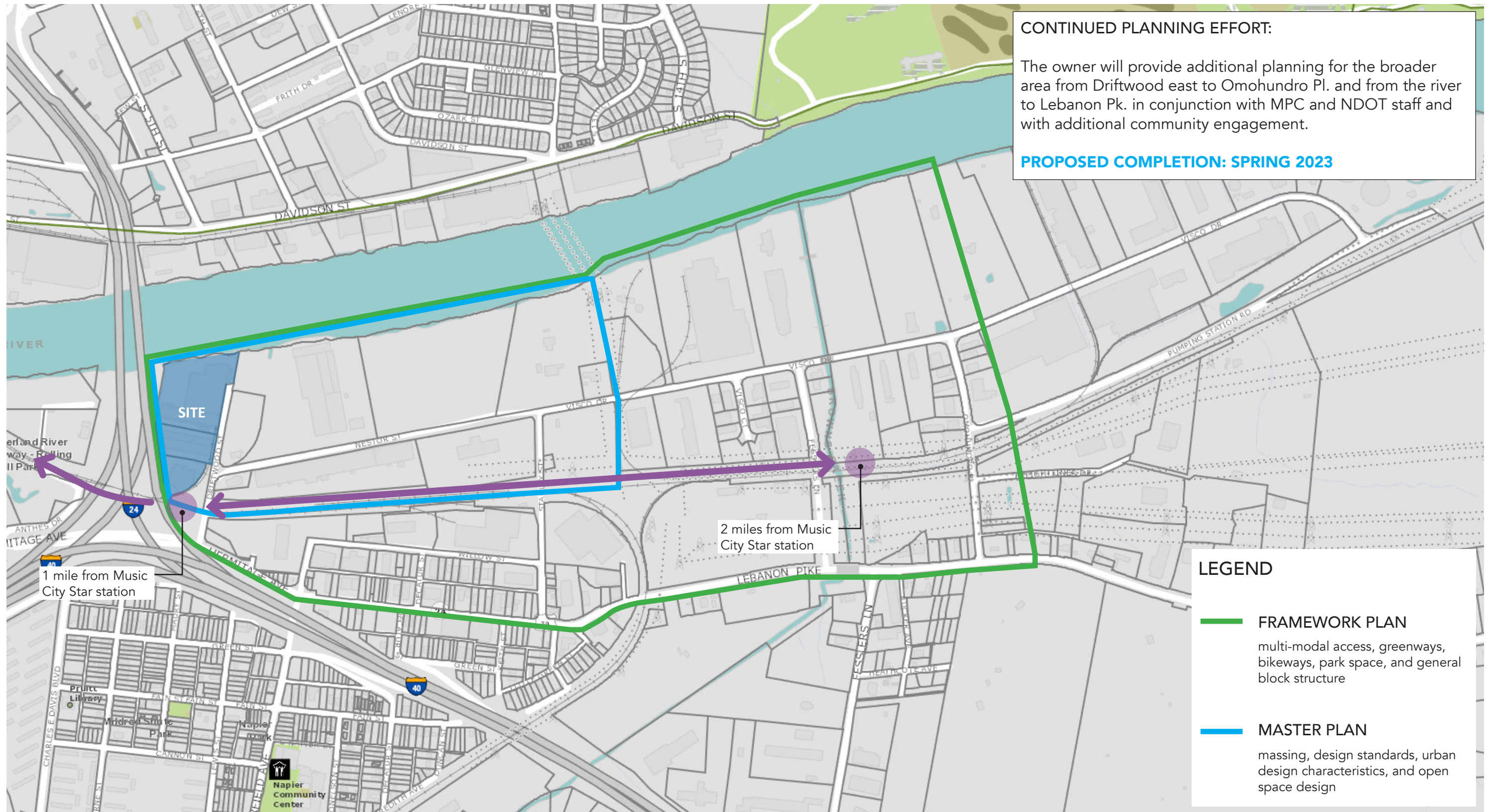
18

ACCESS & MOBILITY

MULTIMODAL IMPROVEMENTS

Kimley»Horn

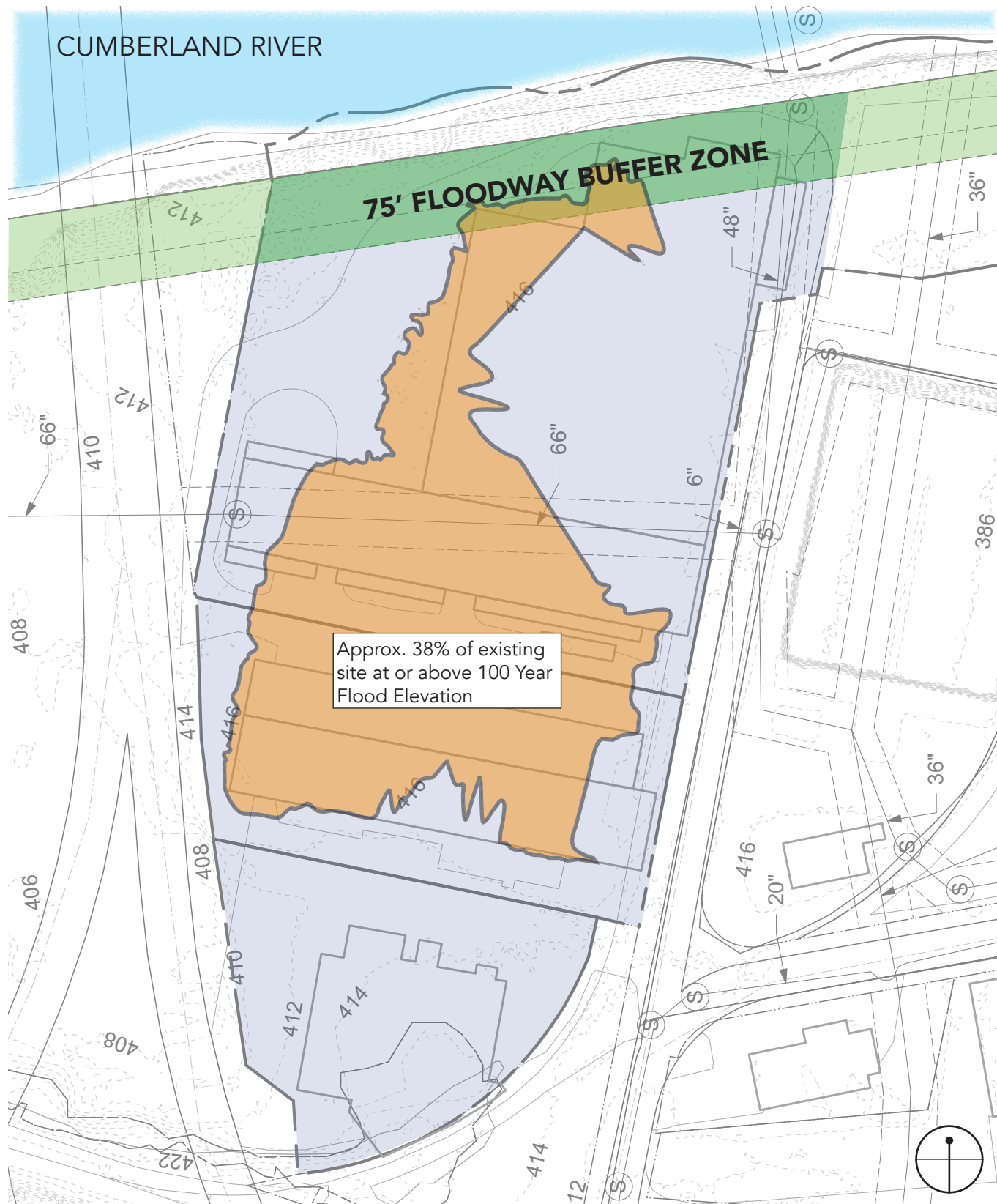




DRIFTWOOD

2022SP-083-001

Revised 2022-12-16



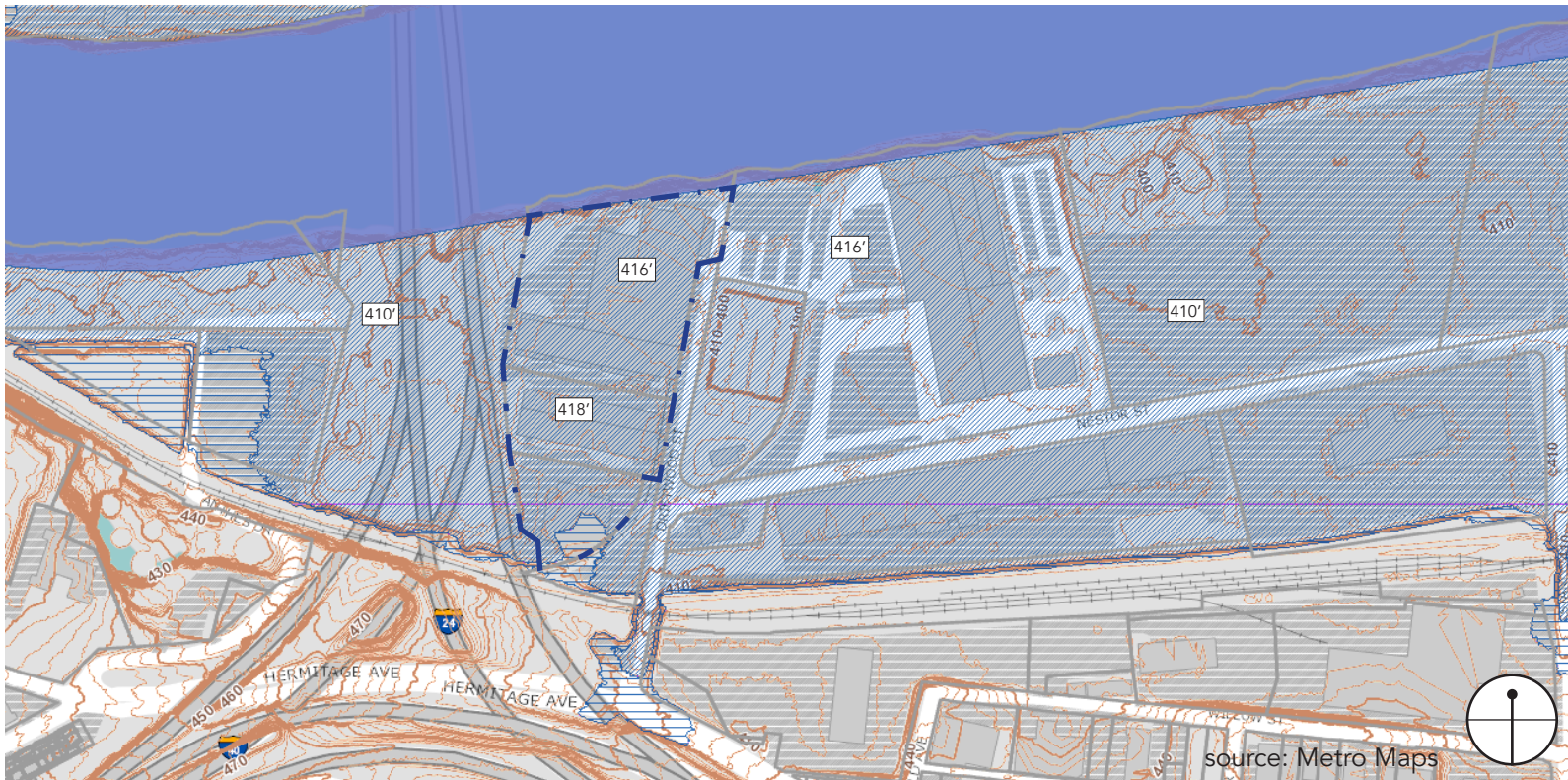
Approximately 60% of this site is located below the FEMA-designated 100 Year Floodplain elevation of 416.1'. In addition, the regulatory floodway is approximately the top of bank of the Cumberland River. In the flood of May 2010, this entire area experienced some level of flooding to an approximate elevation of 418.

All development within the floodplain must meet Metro Water Services Floodplain Requirements which include non-residential buildings a minimum of 1 foot above the flood elevation; residential buildings must be a minimum of 4 feet above the base flood elevation.

The development must provide a net zero fill with compensating cut and fill above the 2 year flood elevation of 405.2' and below the 100 year flood elevation of 416.1'. Additional permits may be required based on the extent and location of development.

Mobility access improvements noted in the Community Plan Amendment provide more and better access by raising Driftwood St. north of Nestor St. and the proposed Anthes Rd. to be elevated to a minimum of 1' above the base flood elevation. Critical infrastructure and electrical equipment should also be raised to a minimum of 1' above the base flood elevation.

FIRM Panel Numbers:
47037C0242H
47037C0244H



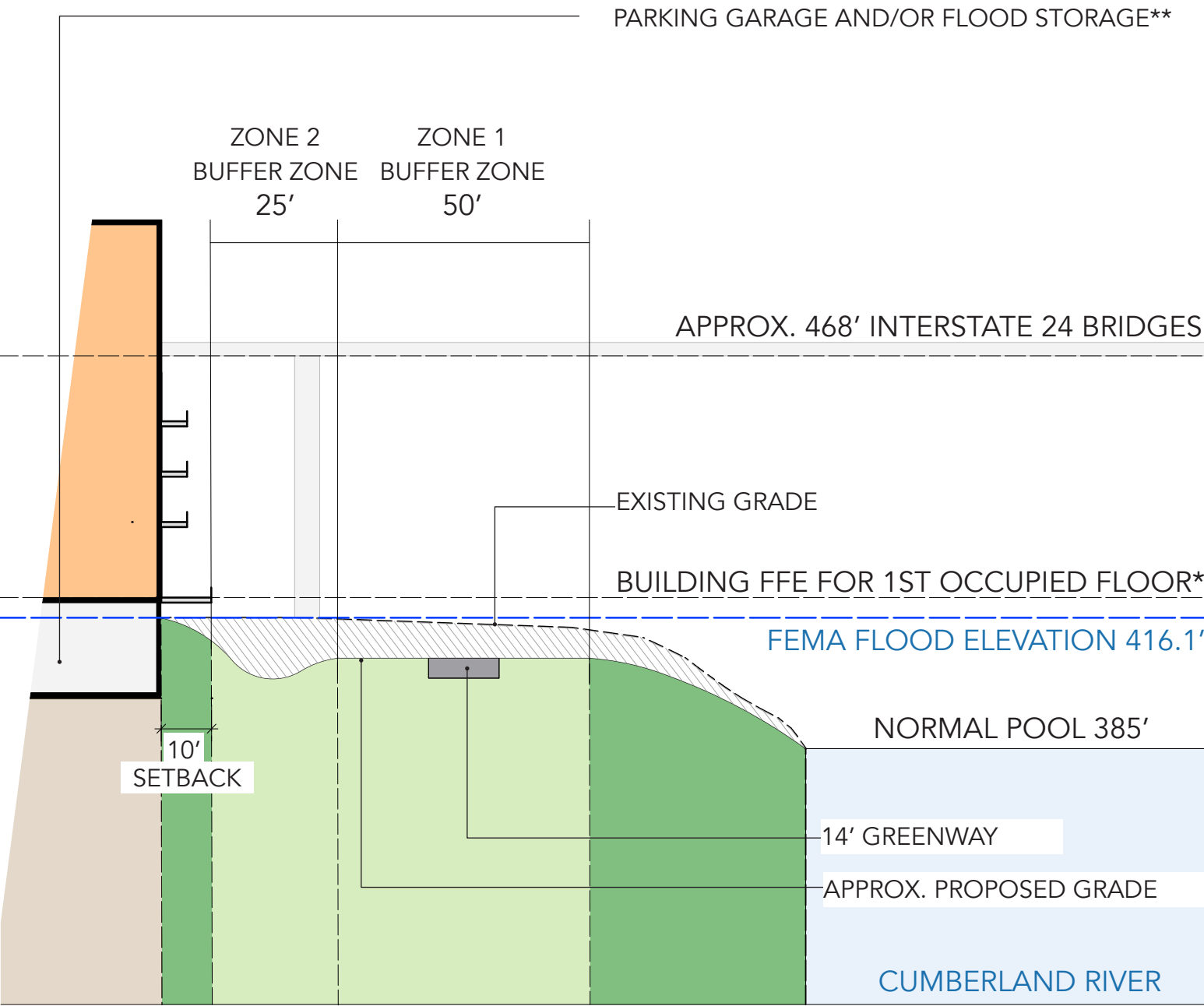
FLOOD MITIGATION

Over 90% of the current Driftwood site is currently impervious building footprints and pavement. This site does not currently meet MWS LID or traditional water quality requirements.

Driftwood redevelopment will remove non-compliant uses along the Cumberland River and establish a 50’ no-disturb Zone 1 stream buffer and 25’ no impervious Zone 2 stream buffer to promote water quality along the riverbank. This plan will re-establish a riparian buffer along the river by removing existing pavement and structures that fall within the regulatory buffers and return the river’s edge to a more natural cross section.

Re-development on the property should be done in accordance with the Metro Water Services Stormwater Management Manual and shall provide elevated finished floor elevations (FFE) for residential and non-residential construction. The minimum FFE for residential should be 4’ above the 1% annual chance flood elevation, and the minimum FFE for non-residential should be 1’ above the 1% annual chance flood elevation. The 1% annual chance flood elevation for the Cumberland River at Driftwood is 416.1’.

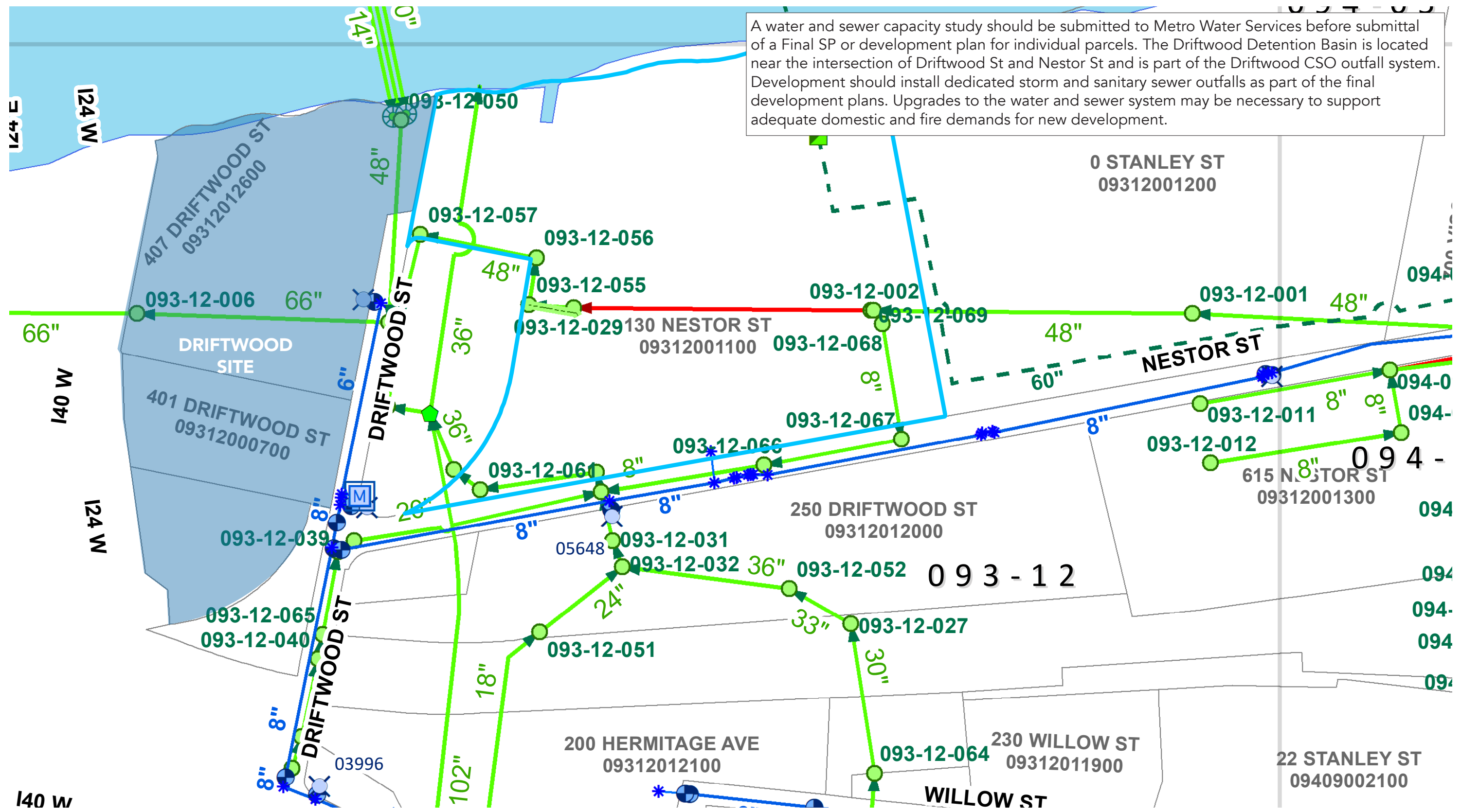
Portions of the Driftwood property are within the floodplain and safe development is critical to improve resiliency adjacent to the Cumberland River. Removing structures that do not comply with the minimum elevations will provide for increased resiliency as development occurs. Some potential strategies for new development include elevating roadways and structures, floodplain storage, Low Impact Development techniques within the watershed, and establishing buffers along the river.



* BUILDING FFE TO MEET METRO WATER SERVICES REQUIREMENTS FOR DEVELOPMENT WITHIN THE 100-YEAR FLOODPLAIN

** BELOW GRADE FLOOD STORAGE IN STRUCTURE REQUIRES SPECIAL APPROVAL FROM METRO WATER SERVICES





UTILITY CAPACITY