



OUTPOST NASHVILLE | PRELIMINARY SP DOCUMENT

CASE NO. 2015SP-092-001
29 DECEMBER 2015



Purpose Note

The purpose of this plan is to establish the zoning for a mixed-use development.

Overview of the Location

The corner of 4th Avenue South and Chestnut Street is a convergence of the Chestnut Hill neighborhood and the Wedgewood Houston neighborhood. These neighborhoods are looking to maintain the character that makes them unique while welcoming new residents and new community assets.

Outpost Nashville will introduce new uses to the area: retail and boutique commercial uses, event and entertainment uses, and multi-family residential. The strength of the Outpost project is in the synergy created by this combination of uses in an urban setting and in a unique urban configuration.

Historically, the site has always been used for industrial, railroad oriented businesses. As early as 1908, the site was identified as the Nashville Warehouse Co. and as a cotton compressor. Proximity to Downtown and established neighborhoods have historically made, and continue to make, this site attractive to job creators and business owners.

Though the area is largely industrial in nature, the site is also adjacent to the City Cemetery, a beautiful historic resource that has been on the National Register of Historic Places since 1972. Over the years, the homes that faced 4th Avenue and the park-like cemetery were replaced with industrial and commercial uses. Outpost Nashville will re-introduce housing along the periphery of the cemetery allowing neighbors to continue to enjoy this unique neighborhood resource.

Many new multi-family buildings in Nashville are being built without space for retail, restaurants, or services. Commercial space is vital to creating truly walkable neighborhoods; without commercial space, residents are forced to drive elsewhere for daily needs and services. Outpost exchanges the existing industrial uses for commercial, retail, restaurant, event, and entertainment uses. This change will continue to provide jobs on site, and introduce needed commercial services in the neighborhood.

The Outpost Nashville site is located on an out-bound spoke road and one of the few ring roads in Nashville. As part of a continuous transportation network, the site is easily accessible on transit (MTA lines 12 and 25) and by car, as well as by bike or on foot.

The Outpost Nashville property is unique size, location, and configuration in comparison to other properties in Chestnut Hill and Wedgewood Houston. The property is bordered by two streets, a railroad yard, and an historic cemetery. It is over five acres, and over 600 feet deep from Chestnut Street and from 4th Avenue. There is no other property like it within the adjacent neighborhoods. As such, the property can accommodate a variety of uses, open space, and structured parking. The standards of this SP allow massing and configurations that would not be possible on other sites in the area. The Special Policy created to support the rezoning can reflect the unusual size and opportunities allowed in Outpost Nashville.

Community Character Policy

The Outpost Nashville site is guided by T4 Urban Mixed Use Neighborhood (T4 MU) policy of the Community Character Manual (CCM).

The CCM identifies this area as an urban mixed use neighborhood that may maintain some amount of industrial uses while transitioning to artisan uses and introducing retail, restaurant, and multi-family uses. T4 MU supports MUL-A as an appropriate zoning district.

T4 MU provides guidance on various aspects of site design. Policies are shown below, with details on how the Outpost Nashville SP meets the guidance.

- *Parking is behind or beside buildings and is accessed by alleys or side streets. Surface parking and structured parking is screened from view from streets and open spaces. Shared parking is encouraged. When establishing parking quantities, other design principles and community plan policies are not compromised.* The majority of the parking for Outpost Nashville is in a shared parking garage that is internal to the site. The parking garage is accessible to residents, visitors, and shoppers. The Outpost Nashville site is over five acres; the internal street system is designed to include on-street parking and pedestrian-friendly streetscapes. The sides of the parking garage that face internal drives and the adjacent cemetery are fully lined with active uses.
- *Bicycle parking is provided.* To encourage biking as an active use of transportation, bicycle parking will be provided according to the Metro zoning code. Outpost Nashville may also be an ideal location for a bikeshare program.
- *Buildings are oriented toward streets or open space. Setbacks are shallow and regular. The front facade of commercial buildings are built to the back of the sidewalk. Exceptions may be made to accommodate outdoor dining or retail display.* The Outpost Nashville site will provide a significant amount of commercial space. Retail, restaurant, and commercial services is fully integrated in the master plan of the site and will provide a needed connection between Wedgewood Houston and Chestnut Hill. Commercial buildings will be built to the back of MCSP-compliant sidewalks on Chestnut Street, 4th Avenue South, and internal drives.

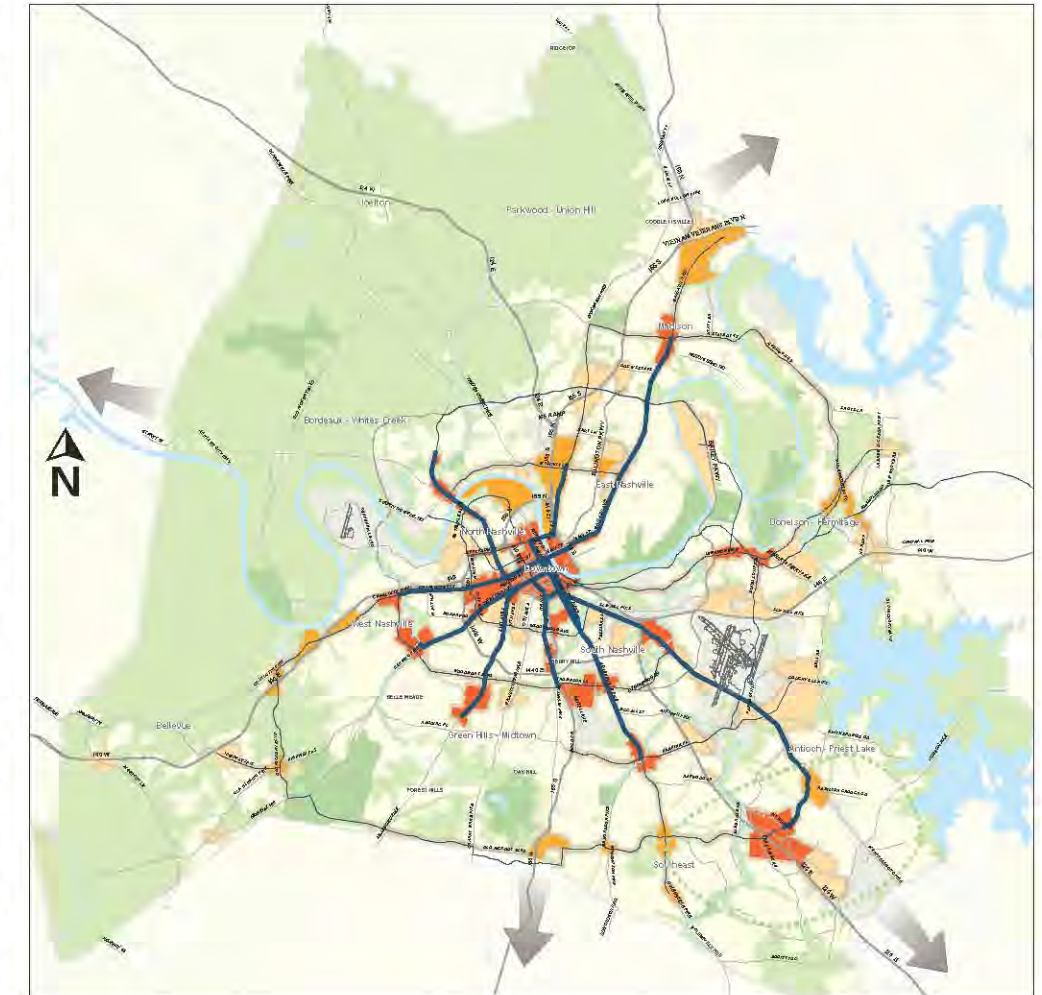
- *Townhouses, stacked flats, live/work, and mixed use buildings are appropriate.* The size of the Outpost Nashville site allows the opportunity to introduce multiple buildings and building types.
- *Non-residential and multi-family buildings may reach a maximum of 5 stories, depending on the location within the T4 mixed use neighborhood.* In order to accommodate a significant amount of parking on the site, structured parking is needed. Every design tool is utilized to mitigate the impact of the garage on the site and the historic cemetery including full height garage liners with active uses on facades facing internal drives and the cemetery. In turn, a greater maximum height is needed to provide a mixed use neighborhood center. The tallest portion of the building is adjacent to the railroad lines and farthest from established neighborhoods. The height is respectful of the historic cemetery and allows views into the park-like setting.

The Outpost site also has significant designation in the Growth and Preservation Concept Map of NashvilleNext. Wedgewood Houston is designated as a Tier One Center.

NashvilleNext states, "The centers included on the Concept Map build on existing commercial center areas, encouraging them to evolve into active, mixed-use places serving as a neighborhood or community gathering place. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks, as well as services, schools and cultural amenities." Further, Tier One Centers "are the focus of coordinated investments to shape growth and support transit service in the next ten years." The Outpost SP fulfills the intent add jobs, housing, services, and walkable density on a site that connects two thriving urban neighborhoods.

By using MUL-A as the basis for the SP standards, the vision for the Outpost site is enhanced with additional design and character assurances that the current industrial zoning does not allow or provide while allowing greater height and density on the property. The additional design standards and renderings illustrate the vision for Outpost and support the initiatives of NashvilleNext, the Community Character Manual, and the South Nashville Plan.

GROWTH & PRESERVATION CONCEPT MAP





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-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.

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 consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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.



The Outpost Nashville site integrates into the industrial and commercial context while providing services to the nearby neighborhoods. Buildings located along 4th Avenue South and Chestnut Avenue are limited in height, while greater heights are allowed adjacent to the railroad lines and the historic cemetery.



The iconic water tower at the corner of 4th and Chestnut will be integrated into plaza spaces. Buildings along the public streets frame the emerging urban condition and create a strong street edge. Plazas create permeability into the site, and invite shoppers and visitors to linger and enjoy the open space.



At the intersection of the two internal drives, the larger commercial building anchors the corner and creates an event plaza. Commercial spaces on the right help to frame the event plaza and active uses on the street and open space. To the right, residential uses activate the street and line the parking structure behind.





The interior lane transitions between the active uses of Outpost and the adjacent historic cemetery. To respect the history and beauty of the park-like cemetery, no parking structure or inactive use is allowed on the north side of Outpost.

The main pedestrian plaza connects 4th Avenue South to the interior event plaza. The open space is lined with first and second story active uses, and will be designed with gathering spaces, seating, trees and integrated vegetation.

Plazas and open spaces of various sizes and scales are integrated throughout the commercial area of Outpost. The spaces are designed for shoppers and visitors to linger and enjoy the outdoor space of the urban shopping environment.





The open spaces with Outpost Nashville are a key component to the master plan and the functionality of the site. Major landscape architecture features will reference the nearby railroad lines and the previous industrial uses on the site. Moveable seating, rail lines, changes in pavement and ground cover, and water features will be integrated into active and attractive plazas and gathering spaces.





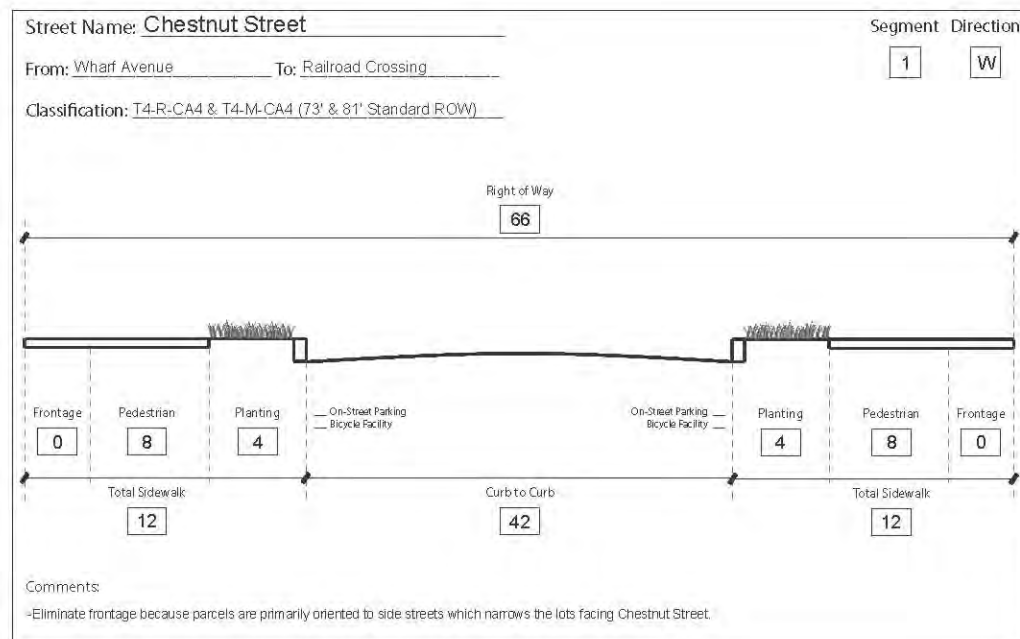
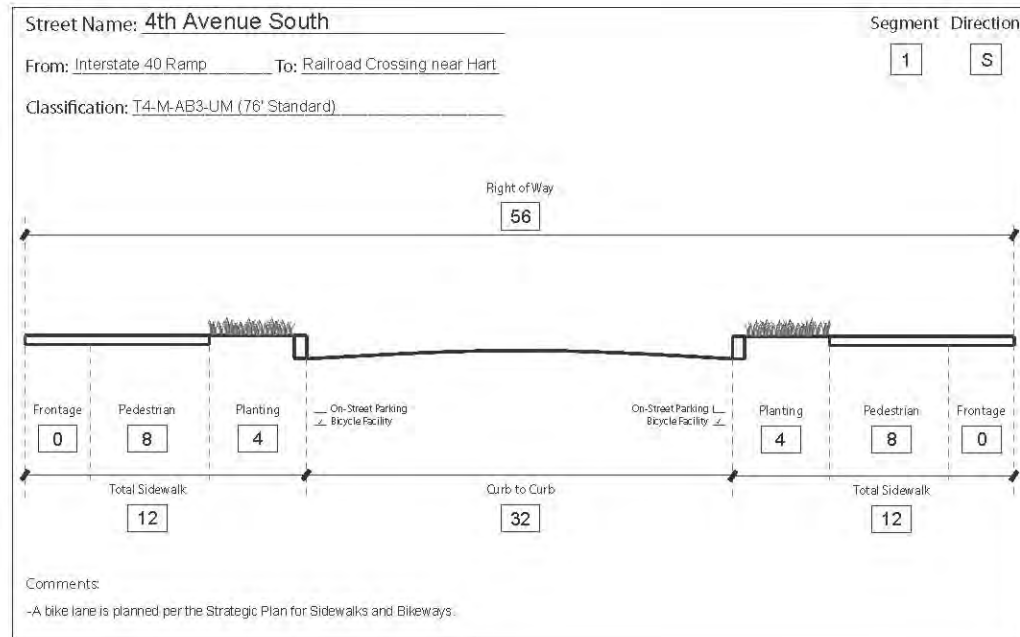
This view of the Outpost Nashville site from inside the City Cemetery shows the context-sensitive design of the master plan and the entire site. The massing of all buildings are thoughtfully arranged so as to frame, but not loom over, the historic cemetery.





The amenity space for the residential building is an important component of the overall open space design of the Outpost Nashville site. Throughout the site, open spaces are available to shoppers and visitors. The amenity on the podium will include gathering spaces and recreation spaces for residential use only.





MCSPP RECOMMENDATIONS

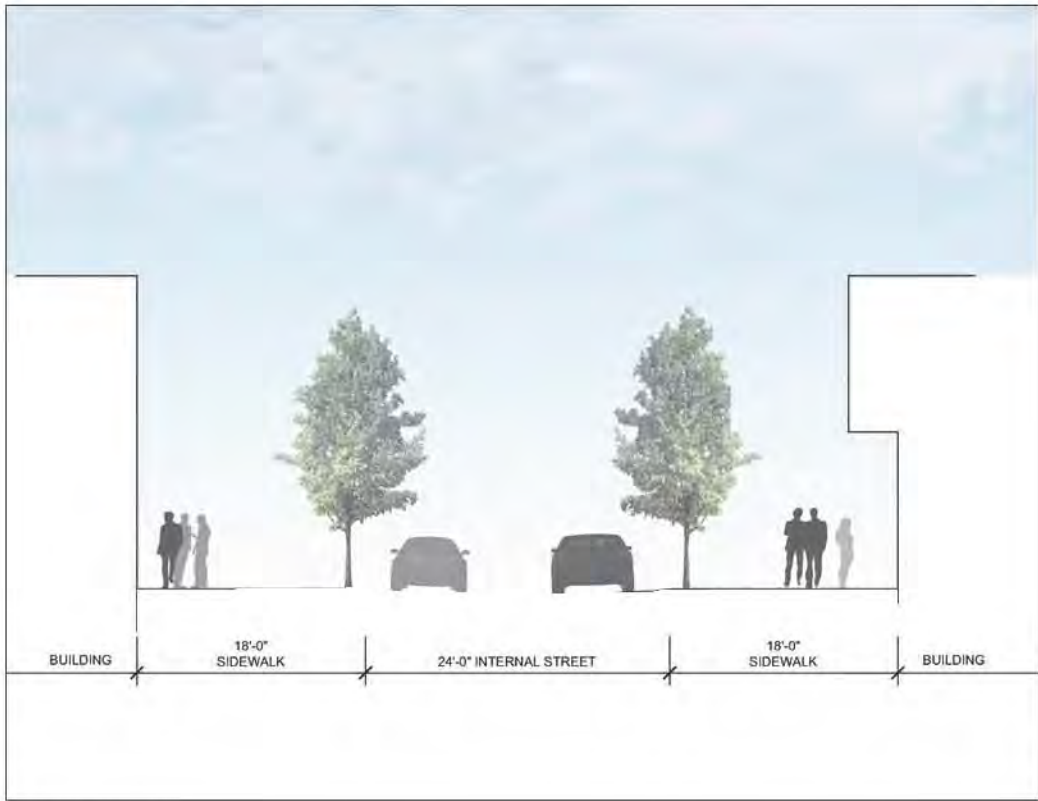


The classification for 4th Avenue is T4-M-AB3-UM. The right-of-way is identified as constrained, and is required to be 56'. New sidewalks should be 12' from the existing curb.

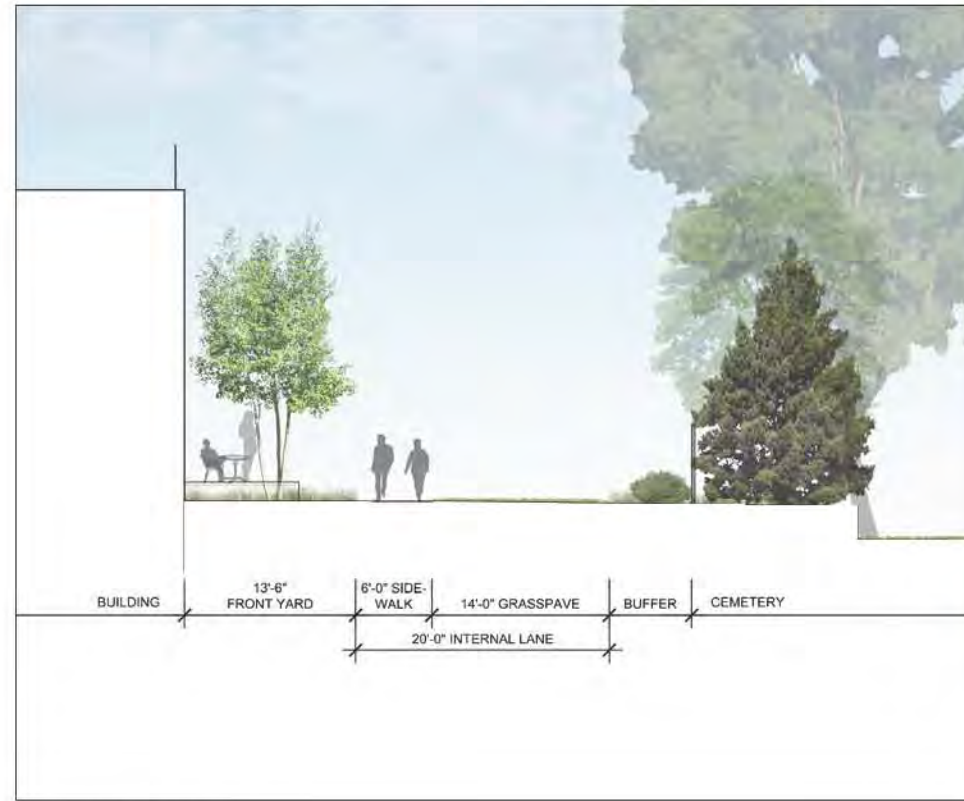
The classification for Chestnut Street is T4-M-CA4. The right-of-way is identified as constrained, and is required to be 66'. New sidewalks should be 12' from the existing curb.

The proposed project includes sidewalk widths that comply with the MCSPP guidance. In some locations where plazas and open spaces are adjacent to the sidewalk, widths may exceed the 12' requirement.

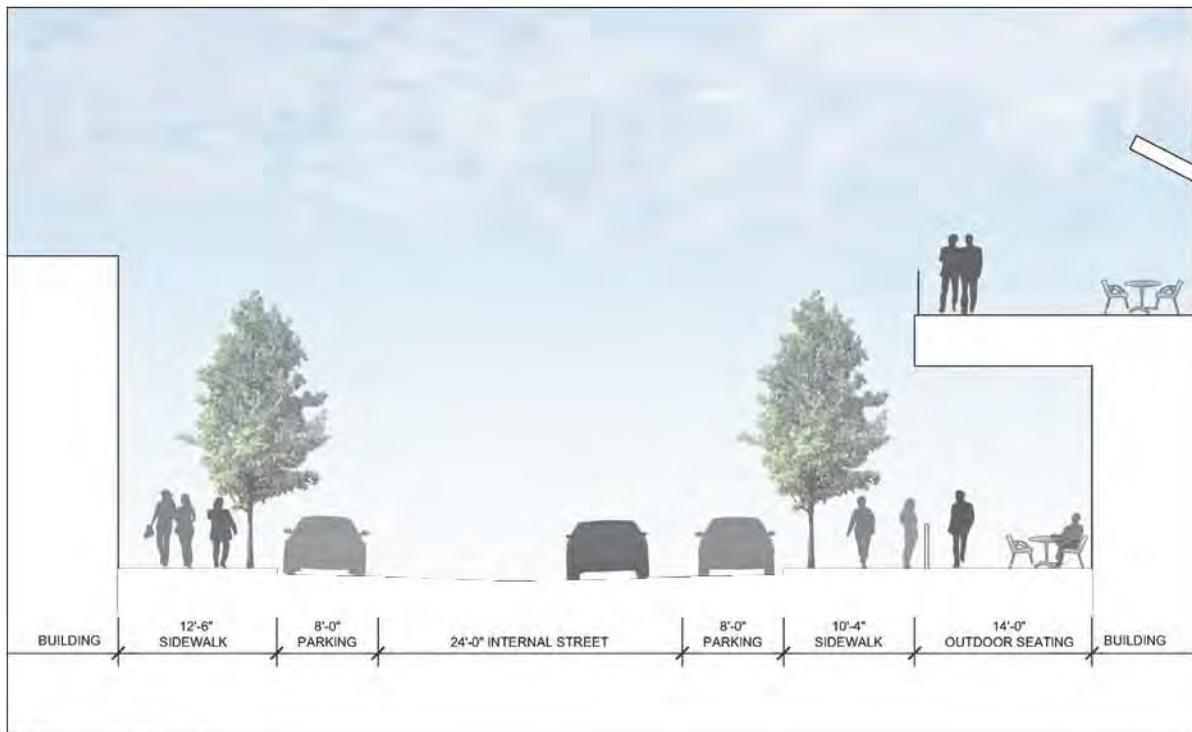
Due to overhead power along Chestnut Street and 4th Avenue, street trees will be limited to understory and ornamental varieties in order to comply with NES easement requirements. Street tree spacing will be dependent on existing and proposed curb cuts, utilities & streetscape conditions, and will range between 30'-50' on center."



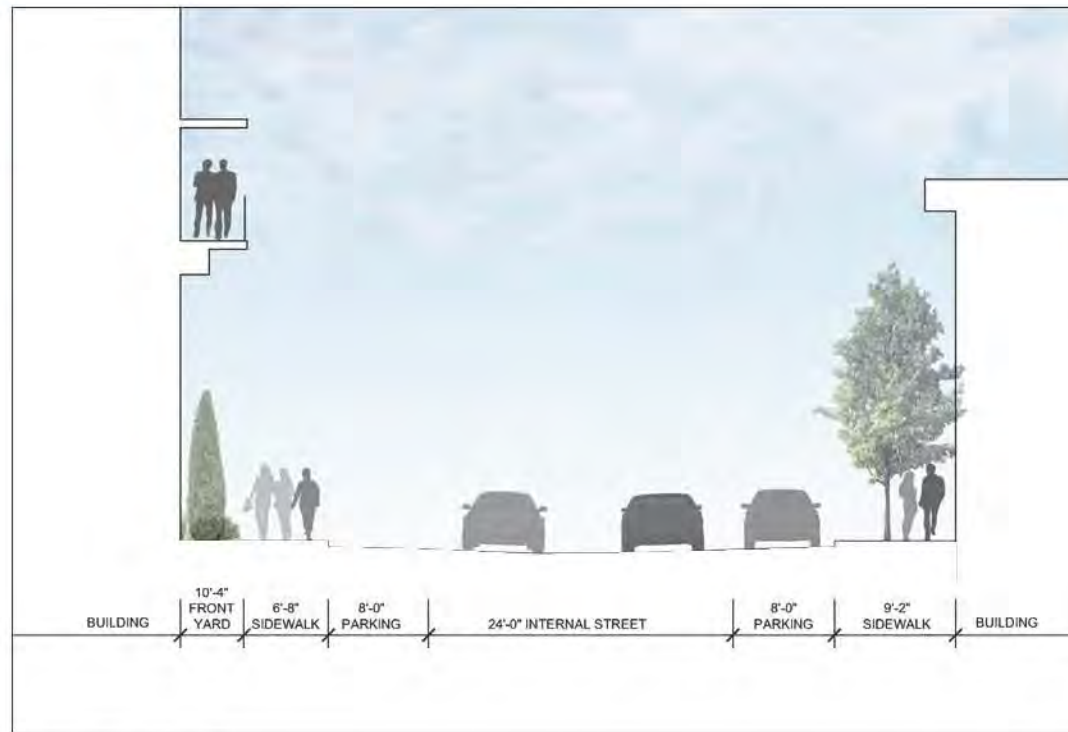
EVENT STREET



INTERNAL LANE



INTERNAL DRIVE



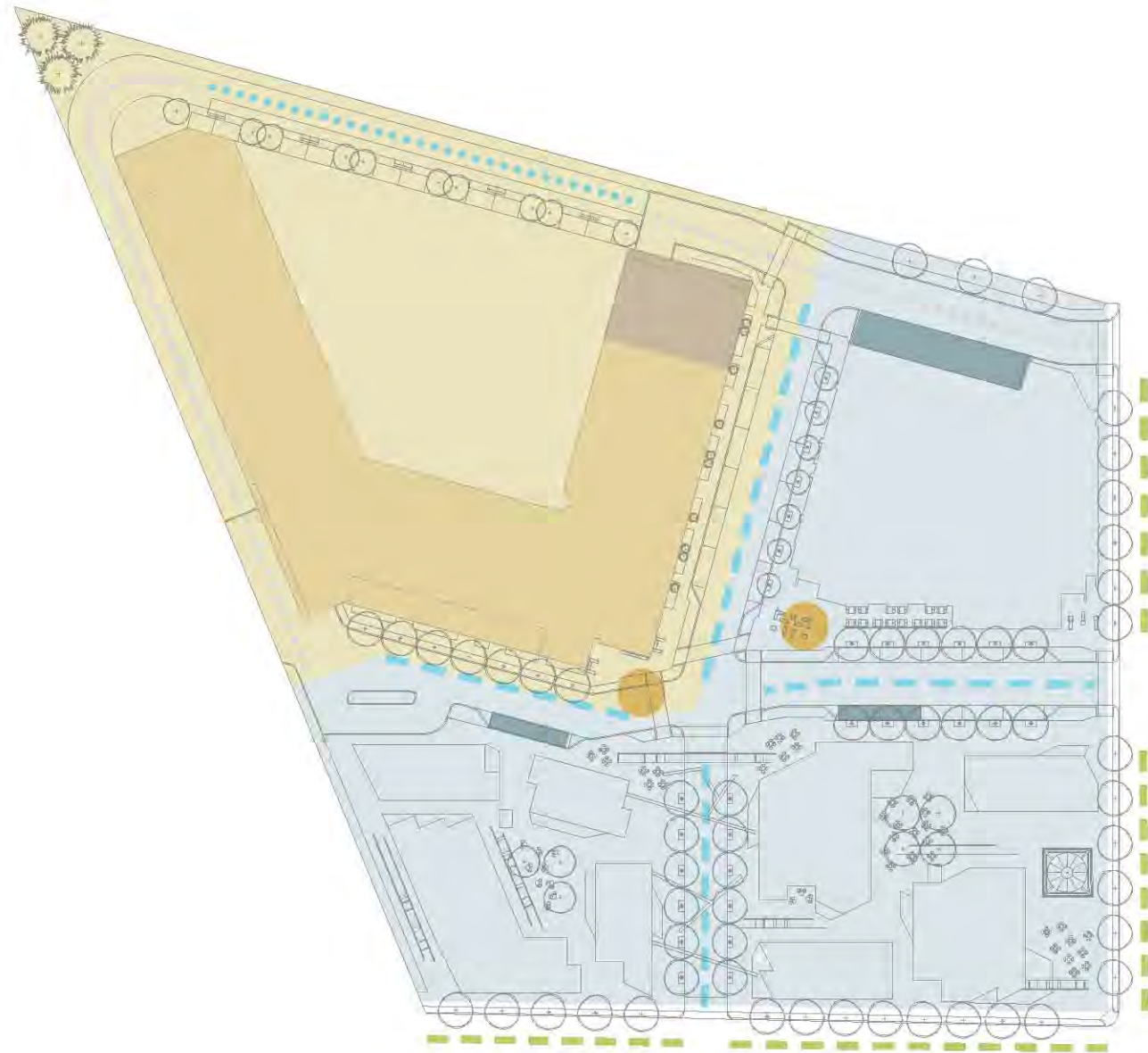
INTERNAL DRIVE

The Outpost Nashville site is organized around a hierarchy of internal drive types. The Internal drives are the centers of activity, providing vehicular access throughout the site and giving pedestrian access to the open spaces, plazas, and buildings.

Both Internal drives are lined with buildings punctuated by open space, and are lively with activity from residential and commercial uses.

The Internal lane is a unique street type that follows the perimeter of the site. The Internal lane is constructed of grasspave, a system of plastic matting that is filled with soil to grow grass. During typical days, it appears and functions a lawn. During emergency situations, however, the lane is accessible to and functional for emergency vehicles.

The Internal service areas allow access to the site but are not as lively with activities as Internal drives and lanes.



Property	5.20 acres
Base Zoning	The standards of this SP shall follow MUL-A zoning district in the UZO except where standards in this document are more specific or change the standards of MUL-A.
FAR	1.0; square footage for residential uses and structured parking are exempt from FAR calculations
ISR	0.90
Minimum Rear Setback	None required.
Minimum Building Setback	Cemetery lot line: 40'
Minimum Side Setback	None required.
Dwelling Units	70 units per acre, based on the cumulative acreage of the land within the SP.
Build-to Zone	No parking is allowed in the build-to zone. On public streets, the ground level of each building shall be within the dimensions - as measured from the back of the sidewalk to the facade of the building - for a minimum percentage of the block face, as listed below. Remaining percentages of the build-to zone may be used for outdoor pedestrian space. North block: 0-20', 70% South block: 0-15', 25% West block: 0-15', 60% East block: 0-15', 50% North/South street: 0-10', 50% West/East street: 0-10', 50% West/East street: no build-to zone shall apply to the area shown as valet parking. 0-20', 90% Allowed, but not required.
Maximum Heights	3 stories are allowed along 4th Avenue and Chestnut Street, and within the site 3 stories are allowed on the base. 9 stories are allowed in the tower form; stepped back 180' from 4th Avenue and 180' from Chestnut Street. On the 9th story of the east wing of the tower, the building facade shall step back a minimum of 45' from the facade of the story below. The Permitted Height Obstructions outlined in 17.12.060.D of the zoning code shall apply with the exception that no height obstructions are permitted on the residential building within 45 feet of the façade facing the cemetery.
Stepback	As required above.
Primary Entrance	As shown in the Regulating Plan.
Bicycle Parking Requirements	According to 17.20.135 of the zoning code.
Parking Requirements	According to MUL-A, UZO allowances, and all allowances in the zoning code.

